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The Thunder Bay Historical Society

Fifteenth Annual Report

PAPERS OF 1923-24

The Thunder Bay Historical Society

Fifteenth Annual Report

Papers of 1924

Thunder Bay Historical Society

OFFICERS 1923-24

Honorary Presidents	Honorable Sir George E. Foster Mr. Peter McKellar, F. R. G. S.
Honorary Patron and Patroness	Mr. and Mrs. N. M. W. J. Mackenzie
President	Mr. John King
Vice President	Mrs. Peter McKellar
Secretary Treasurer	Miss M. J. L. Black

COMMITTEE

Captain McCannell
Mr. C. W. Jarvis
Mr. Alex. McNaughton
Mrs. G. A. Graham
Major W. J. Hamilton
Mrs. J. M. Sheck
Mr. F. C. Perry

AUDITORS

Mrs. C. W. Jarvis and Miss Pamphylon
Auditors

JOHN E. [illegible] PRESIDENT OF THE HISTORICAL SOCIETY

Secretary-Treasurer's Report

MISS M. J. L. BLACK

To the President and Members
Ladies and Gentlemen—

I have the honor to present the following report as secretary of our society for the year 1923-24.

We have a paid-up membership of twenty, all of whom attend the meetings most regularly.

During the year there have been four meetings. On Nov. 15 we met at the home of Mr. and Mrs. John King, when a paper by Mr. J. A. McComber was read; on Feb. 15 we met in the library and had papers by Mr. J. Mackay Hume; April 15 we met at the home of Mr. and Mrs. C. W. Jarvis, when was read a sketch of Mr. A. L. Russell and excerpts from the early files of the newspapers; on July 11 we were the guests of Mr. and Mrs. Peter McKellar, when we met Mr. L. J. Burpee.

The society's activities have not been confined to the above meetings, for through the efforts of the president, Mr. King, the plot in which is the Hudson Bay memorial was put in [illegible] handed over to the Parks Board. Negotiations are also under way with the Canadian National Parks Commission for the erection of a memorial in the [illegible] Street Park to commemorate the turning of the Grand Trunk Pacific sod and the [illegible] of the first grain.

It is with great sorrow that we have to record the loss of three of our members, Mrs. Raynard Rose, Major Hamilton and Mr. Fred Fregeau. It was always a delight to talk to Mrs. Rose, and listen to her stories of early days in the west. Mr. Fregeau was always an interested and active member, while in Major Hamilton we lost one who had been on our executive since our organization.

We have received a number of reports in exchange and also a set of valuable photographs of the early boats, the latter being given by Captain McCannell.

All of which is respectfully submitted.

M. J. L. BLACK,
Secretary.

Receipts

Oct. 1 1923	
Balance in Bank	$ [illegible]
Government grant	100.00
Membership Fees—	
Miss C. Merrick	1.00
Mr. and Mrs. John King	1.00
Mr. and Mrs. McKellar (2 yrs)	[illegible]
Capt. McCannell	1.00
Mrs. Sherk	1.00
Miss Erma von Dockstaele	[illegible]
Miss [illegible]	1.00
Miss Black	1.00
F. C. Perry (2 years)	2.00
Mrs., Miss and Mr. Copp	3.00
A. J. McComber	[illegible]
[illegible] Mrs. [illegible] (3 years)	3.00
Mrs. F. A. [illegible] (3 years)	3.00
J. J. O'Connor (2 years)	2.00
Miss Murphy (3 years)	3.00
Oct. 1 1924—Total Receipts	$183.25

Disbursements

Canadian Historical Fee	$ [illegible]
Printing	[illegible]
Minute Book	3.75
Wreath	5.00
	$109.95
Oct. 1 1924—Bal. in Bank	$ 73.30
	$183.25

Fort William in Early Days

As Recorded in the Prince Arthur's Landing Sentinel

The Sentinel, Prince Arthur's Landing
Aug. 3, 1876

THE TOWN PLOT

On Wednesday we spent a few hours at the Town Plot and there noticed considerable change since our previous visit. Quite a clearing has been made and we found a number of men busy on Lot 44, south of Gore street, removing stumps to clear the ground for the Round House. Mr Isbester the contractor, has the shop erected and is all in readiness to go on with the work. The material is to be stone taken from our Thunder Bay quarries, the circumference is to be 440 feet, having ten stalls, height to be 18 feet, with of course raised roof; the smoke stacks are to be made of sheet iron by French and Kennedy of this place. We should judge the whole work will be a substantial job, particularly as full confidence is had in the parties having the work in hand. The location is [illegible] Town Plot terminus of the Prince Arthur and Kaministiquia Railroad.

We found Mr John Bull as in charge of a gang of men engaged in laying the iron for the track, the distance already reached being about three miles. Unless an engine soon arrives as expected the horse and horsepower will be found slow work as distance is gained. Large quantities of the rails are piled up, and more constantly arriving.

The only hotel open at the Town Plot is the Orillia House, by Mr O'Connor, who evidently is doing a good business, while buildings for other purposes are talked about, including one for a store by Messrs. Stree of this place, who think of opening a branch store. However so far as we could know the town lots are not going off like hot cakes, owing to the prices that are being asked.

Around the government dock, where the propeller Lake Erie was unloading iron, there appeared to be considerable stir. The whole place has a business look. Not the least attractive spot is Mr Walford's garden, fully demonstrating what energy and proper attention can do. It is evident that the soil is adapted to gardening purposes, and by another season more interest will be shown in that direction.

Passing homeward, we found Mr Henderson's mammoth building converted into a boarding house and the 'Fire' Hotel is closed, having been purchased by the government to keep the reserve along the river. Mr Hazelwood's fine house attracts the attention of all passers-by, his family having recently arrived the premises are now occupied. Mr H. has been rather ill, but his numerous friends will be pleased to learn that the climate, etc., has favorable influence and he is getting better.

The Kaministiquia Hotel, Messrs. Ingalls and Kapagin, Proprietors, east of the Town Plot, is doing a good summer business, [illegible] of courses stopping here at present, certainly the locality is a good one for a season and accommodations are satisfactory.

Nearly opposite the hotel is the new store now being finished by the Messrs. McKellar to Mr McLaren, lately arrived from Ontonagon, and who proposes opening at an early date. Mr Tait is now painting the store in the highest style of the art.

Accompanied by J. L. Baker of the Northern Railway, Toronto, Mr Manly of Toronto Collegiate Institute, and Mr C. Baker of University College, Toronto, who came up by the Frances Smith on a pleasure excursion and spent Wednesday along the river, we were shown over the premises at Fort William by the worthy manager John McIntyre. Recently a division has taken place in the stock of goods, the clothing and light goods now occupying a store near the entrance to the old one to the left. The large stone building erected eighty five years ago, is used for storage purposes. The neatness, regularity, and above all the immense stock of first class goods astonished even our Town friends. While viewing the curiosities we saw an old flint-lock (the kind of Queen Bess make) which would hardly answer for Black Hills service at present. The history of the early days of Fort William have historical events of interest that would be both amusing and instructive if properly placed before the public.

(Sentinel, Sept. 7, 1876.)

TOWN PLOT AND VICINITY

Tuesday afternoon we visited the Town Plot. A month had made some change. The government dock and other places in the vicinity presented large piles of railroad iron. The [illegible] was at the dock unloading. While there the train arrived and we noticed the [illegible] upon the cars. Immediately upon arrival a force of men were put to work, loaded up the four cars that the powerful engine moved up the steep grade with ease from the wharf. We understand the Messrs. Purcell and Ryan have laid some 11 miles of track and keep daily progressing.

We found men busy unloading from the boat construction engine, number 2, together with six platform cars. This engine, like the one now in use, is powerful, and when once ready will be a great acquisition to the working of the road. Extending eastward from the dock, along the edge of the slope for a few hundred yards, the ground is preparing for the ties, in order to lay track for more wharfage accommodation. Certainly there is a great need for more dumping room.

The next object of interest we visited was the Round House. This is located a few hundred yards back from the front and at the terminus of the P. A. L. & K. railway. We found a number of masons and laborers at work. The foundation is nearly completed and when built there will be ten stalls for as many iron horses. A large tank is being excavated and curbed in the round house for the supply of water to the engines. Some curious specimens of petrified wood have been taken out of the well as shown us by Mr. Young, in charge of the tank sinking. Mr. [illegible] himself is absent but is ably represented by Mr. Alex Fraser. Quite a large quantity of stone is upon the ground, delivered by Mr. McDougall who has his quarry at the foot of Thunder Ba[illegible]

Since our previous visit Mr. Conley has erected a house on Brown Street, and Mr. Finlay is putting up a dwelling and bakery in the rear. Mr. A. Stevenson was busy building a sidewalk along said street. It is true that a month has not made any extraordinary change in the appearance of the place, but the cause assigned is asking too much for the lots in market, etc. However we found Mr. O'Connor, Mr. W. W. Ireland and other all confident of a prosperous locality.

Upon our return we dropped into the Kaministiquia Hotel, Messrs. [illegible] and Knappen proprietors. Here we found some excursionists. Quite a number of visitors to our shores the present season have sojourned for a time at the house and the landlord and landlady have won golden opinions. Among those there on Tuesday were Mr. and Mrs. Wild of Jersey City, N.J., and Mr. and Mrs. S. M. Thomas of Brooklyn. On [illegible]

Passing to the new store almost opposite we found Mr. McLaren superintending the opening of a new stock of goods. We must say his dry goods, ready made clothing, boots and shoes, groceries, confectionaries, hardware, etc., looked fresh and were tastefully arranged in his new store recently [illegible] and is [illegible]. This is [illegible] of [illegible]

(Sentinel, April 12, 1877.)

TOWN PLOT AND VICINITY

Tuesday afternoon we handled the ribbons to Vigars' gay team, and had a pleasant drive to the Town Plot, where we found visible signs of progress. Mr. O'Connor of the Orillia House showed us around. He is busy building a new hotel on the corner of Railroad and Brown streets. We found men engaged completing the 200 feet dock of Messrs. Oliver Davidson and Co. The depth of water about thirteen feet.

Returning to Railroad Street corner, upon our left were to be seen the comfortable dwellings of Messrs. Finly and Cooly and around a little to the right hand, is a new building recently erected for Mr Ingalls. Next is the Orillia House, owned by Mr Ingalls and occupied at present by Mr Andrew O'Connor who keeps a comfortable hotel. In the rear is a quantity of timber for Ingall's new wharf. Nearby is the large new two story building of Messrs. Marks Bros., which is being finished upon the ground floor for a general store, and upstairs adapted for a public hall. In rear of Mr Alex Stevenson's building he has constructed a dock. Along to the east are the comfortable residences of Messrs. Ireland, Warford, etc.

Along the railway tracks are huge piles of steel rails, ready to be removed when wanted. A little to the northeast stand the store house and woodshed of the C. P. R. and close by the [illegible] House is progressing. When completed it is to accommodate ten locomotives. Further to the north are residences and boarding houses, and Mrs. Cramer's new two buildings to be used for a grocery store and residence and the other as a Bowling Alley. As we continued our journey down to the right on the government reserve, a [illegible] nearly opposite the mammoth building partly erected last year for a hotel by the Messrs. [illegible] Bros. Their new stone, ornamental front, nearly ready for occupation.

Continuing homeward to the enclosure of the government, whereupon is erected the fine residence of H. Hazelwood, Esq., Chief Engineer P. A. Div. C. P. R. It is due to the truth to say that Mr. H. devotes his time to the affairs of his responsible position and is, withal, popular with his employees and neighbors.

Arriving at the east of the government reserve, we found the McKellar Brothers busy finishing the new two hundred foot dock, to the [illegible] line of Messrs. Beatty and Windsor Company. The depth of water 14 feet, and frontage of property 400 feet (purchased from McKellar Brothers) where it is calculated that elevators for the handling of grain from Manitoba will be built. At present the eastern terminus of the C. P. R. does not come within a mile of the dock but the survey has been made along the river, and it is calculated to continue the railroad to this steamboat company's property.

A short distance further brings us to the Ingalls and Kemppen dock, which has been recently enlarged, and these enterprising gentlemen have on hand several hundred cords of wood. The Kaministiquia House, Messrs. L. & M. proprietors, gained golden opinions last season, has done a fair business all winter and with increased advantages is bound to bid defiance to any rival in the district. We must pass the store of Mr McLaren and found him as gay as a peach blossom having implicit confidence in the great future of the up-river enterprise notwithstanding the occasional hits of the Thunder Bay Sentinel at "that bar" and the narrow stream. Well, we admire pluck and would not wish to rob our friends of a particle of their devotion to the beautiful Kaministiquia.

"That scarcely seems to stray
Yet glides like happiness away."

Barring a bar covered with ice as at present and in a very dangerous condition.)

We did not cross to Messrs. Oliver and Davidson's Mill but learned that the hum of industry is to be heard [illegible] at the sash door and sash factory overlooking the Jennie Oliver etc. We learned that a good business had been done in the past winter in the cut of timber and a superior quality of logs has been secured to run the mill when the weather permits.

The sun had disappeared behind the western hills, the shades of night were fast approaching and as the roads were a little heavy we had no opportunity to pay even a flying visit to Fort William. However we understand that the worthy governor keeps his argus eyes around and that everything moves forward—quietly as it is one of the Hudson Bay Company's peculiar traits to keep their own counsels.

(Daily Sentinel Feb. 18 1[illegible])

Judging from the trouble our neighbors of "Fort William Town Plot" are experiencing in naming their suburban burg there is something in a name after all. With a post office originally christened Fort William the building of the North Shore line of the C. P. R. and the large elevator near the old fort came the establishment of a post office near the latter place and somehow or other the people to be accommodated succeeded in capturing the name "Fort William" rendering it necessary for those of the "Plot" as it was familiarly known to select another name for their office. Neebing was chosen and after a while the department recognized and adopted the cognomen. But that did not satisfy some of the residents of the future Chicago of the Dominion, and again there was a christening "Fort William West" being selected. Another year has rolled around, and at the request of the C. P. R. officials, who were then [illegible] another change a transposition of words, making the new office read West Fort William. This new christening may avoid confusion among the C. P. R. employees, but on the outside it may be productive of great uncertainty as to how to address letters to correspondents as it will take time to become accustomed to the change. Again, it may mean that Fort William is to be the town on the Kaministiquia and West Fort William is to become little more than a way station as the company is making all the improvements at Fort William.

The Sentinel is thus particular in giving to the world the woes of a post master and the various names to his office: Fort William alias Neebing alias Fort William West alias West Fort William so that confusion may be less confounded.

(Weekly Sentinel July 13 1886.)

LOCAL CHURCH HISTORY

OLIVER.—The first step towards establishing the church in this township was the purchase of land on the 4th line on which was subsequently erected St. James Church. This was in 1885. In July of the same year a block of six acres was purchased from John Baxendale as a site for a parsonage and grounds. The purchase money amounted to $60.00 of which $40.00 were received from Mr. and Mrs. C. T. Banks of Port Arthur. The Rev. M. C. Kirby lately of Fort William [illegible] missionary in Oliver and he will take immediate steps with the Bishop's sanction to erect a parsonage.

WEST FORT WILLIAM.—In August 1886 an acre of land was secured [illegible] a place for a church. It is on the north side of Victor Street, and consists of lots 38 and 40. One half of the latter was a free gift from Mr. Haydon, and others were purchased from Mr. Harvey. Work is under the charge of Rev. [illegible] J. Harpe

Memories of Fort William

BY [illegible]

The road from Prince Arthur's Landing, now Port Arthur, was built by two gangs of men, one under the late James Conmee, M.P. and one under Thomas Woodside senior, the father of the various Woodsides of Port Arthur. The route was the same as now followed from South Cumberland Street, Port Arthur along Bay to Algoma and along it and on lower Simpson thence along what is now McTavish, to the Kam river thence along near the river to "D" elevator, on to Gore street, to the present intersection of Brown Street. (I have not the date of the fore-going but I think that it was 1874.)

In 1880 the municipality of Neebing was formed, including the territory now Fort William. The C. P. R. needing and needed the water front along the Kam river, bargained with the Neebing Council to hew out the forest and grade what is now Simpson street to Victoria avenue, [illegible] Victoria to Syndicate, and on to "D" elevator and paid the municipality three thousand dollars a [illegible] for allowing the [illegible] road from McTavish to "D" elevator. During this time James Conmee had a shingle mill in the village of Westfort. With the burning of the mill he lost everything he had and [illegible] he remarked "I have nothing to lose now as I am going to make some money." He did so rapidly [illegible] always felt this remark was a good one and might well be adopted by anyone.

With reference to the municipal organization in the area adjacent to the Twin Cities, the first municipality was Shuniah and [illegible] was composed of the townships of McIntyre, McGregor and Welcome Islands and Pie Island. The townships of Neebing, Paipoonge, Blake, Crooks, and Pardee, also Neebing Additional, same [illegible] McKellar ward of Neebing township with islands 1 and 2 thrown in for good measure. Surely some township municipality reaching twenty miles or more northeast of Port Arthur to eight or ten miles west of the Pigeon River bridge on the Duluth highway. The reason for this large municipality was, that there was a village sprung up on the shore of Thunder Bay immediately after the landing of General Wolseley and his Red River expedition in the fall of 1869. A few years later the Federal government decided to build a rail and water route to Selkirk on the Red River. Work on this started just opposite where the Queen's Hotel at Westfort now stands and practically all money spent locally was spent at Westfort. Thomas Marks was the moving spirit in getting a ferry boat to run between Port Arthur and West Fort in summer and teams with sleigh with robes and blankets for winter to give the railroad construction men a chance to get a better sample of whiskey and other commodities than Westfort handled. This did not fill the bill, as the men were very dry when they got off at Westfort and by the time they had a few drinks of Westfort Redeye, Port Arthur was usually forgotten. Our friend Thomas Marks gathered G. O. Clarke, L. U. Beale, W. C. Dobie, and a few others and laid before them a plan to ask the federal government to extend the railroad from Westfort to Prince Arthur's Landing. Mr Marks was deputed to go to Ottawa on this mission. (I failed. Shortly after his arrival home, Mr Marks' fertile brain worked at another plan, namely "We will offer to grade the road bed and put ties thereon if the government would [illegible] and operate [illegible]." His friends sent him back to Ottawa with this plan and it succeeded as the government thought that if these people were so anxious as to spend a large sum of their own money, they ought to be helped. The road had begun at Brown street following the present roadbed of the C. N. R. into Port Arthur within a few feet of Arthur street. [illegible] also, where are the monies to come from. We have no municipal organization. This provin that government were selling the lands of Weigandsville Mills farm etc., for 25 cents per acre, so it was necessary to take in an enormous area to sell bonds for $70,000.00, to grade and put ties on this seven miles of road. Hence the territory included in the original municipality of Shuniah. They tried to take in Oliver township also but even at that early date there were some wise acres in Oliver such as [illegible] [illegible], and his sons and a very few others who declined to be drawn into the net and to avoid it Oliver applied for municipal organization by itself in 78 or 79. In 1882, I was coming from Montana. I was leaving Port Arthur on the Steamship Campana Capt. John McNabb. Port Arthur had no way of finding when the train would arrive, so we sailed and getting out perhaps seven miles, saw the train pulling in. The captain turned back and docked and received a considerable number of passengers. I remember some women and children whose [illegible] and [illegible] a few of the Port Arthur people on the trip. There were John Ellis senior, James Conmee, William Clarke druggist, all since dead.

The debentures spoken of were divided in the divisions of the original municipality of Shuniah. In the session of parliament early in 1884 Port Arthur was carved out of McIntyre and became an incorporated town with Thomas Marks as the first mayor. Their first meeting was in May 1884. At the time of the incorporation of Port Arthur Neebing Municipality became incorporated containing the Townships of Neebing, Neebing Additional, Paipoonge, Blake, Crooks and Pardee while Shuniah had the remainder of McIntyre, McGregor, the Pie and Welcome Islands. In 1892 Fort William became incorporated as a town with the late John McKellar as mayor.

The first C. P. R. boat arrived about May 12, 1884. This was the Algoma, with Captain Moore in command. During this summer the Alberta had two serious collisions and went to [illegible] drydock. The Magnet took the place of the Alberta while away the first trip, with Capt. Peter McNabb in charge; the second trip, the steamer Spartan took the place of the Alberta, with Captain Alexander McLeod in command. These boats, the Magnet and Spartan were side wheelers, and wood burners and had to go to John McLaurin's dock for wood. The Spartan on her last trip down the river ran surprisingly fast. The late Archie McKellar was standing at the gate of the McKellar house near the river and seeing the Spartan remaining in one spot he hurried down, when lo and behold the Spartan was hard on about where the lower end of the Cold Storage Plant of Gordon Ironside & Fares stands. Just as Mr. McKellar arrived a prominent citizen from Port Arthur who seldom came to Fort William arrived and said to Capt. McLeod "You did it pretty neat." It was alleged that the captain had been influenced by some Port Arthur people to run the boat aground to convince the C. P. R. and the government that it was useless to make the river a reasonable harbor.

At the time of the second Spartan accident, I was the C. P. R. yardman and was shortly aboard the Spartan which was pulled off by the C. P. R. laying nearly a mile of track and getting three locomotives hitched together and to the anchor chain of the Spartan while the Steamer Ocean and Tug Sally [illegible] were also pulling on her and not a move did they get until all load at the bow of the Spartan had been transferred to the stern. "It surely was done well."

Port Arthur History

[illegible]

(Sentinel, Oct. 5, 1876.)

HISTORICAL

One of those pleasant occasions that cause the "Social Hour" to revive pleasant memories came off at Mr. Moffatt's residence recently when a number of our principal business men came together. The entertainment was unexceptionable, and after dining toast and sentiment ruled a brief period. The reminiscences of Mr. Moffat and Mr. Dawson were very entertaining. The former said on taking his seat at the head of the table:

"Perhaps a few remarks from one who claims to be a pioneer may be of interest, while referring to the opening up of this once distant section of our beloved Dominion, now distant no longer, and the iron link that unites the rich and beautiful Province of Ontario with the thriving valley of the Saskatchewan and eventually with the prized regions of British Columbia, those new provinces will in future be the homes of millions of our fellow citizens. It must be five and twenty years since the first mention was made of a railway that would unite the shores of the Atlantic with the Pacific, passing through British territory. The scheme was considered as Utopian, [illegible] met with little favor from the public.

"The best efforts of a few men of ability towards breaking down the barriers of a monopoly so long held by the Hudson Bay Company was so far successful that in 1857 our Chief Justice was sent to England by the Government of this country to consult with the Legal Advisers of the Imperial Government as to the legal points bearing on the question at issue. In this state of the case [illegible] in the spring of 1858, to aid the Government as well as the laudable ambition to extend the trade with the Great West, that a deputation consisting of several leading merchants of Toronto, waited on the Governor General to obtain the assent of the Government to the formation of a Company about being formed to open up the distant territory of Lake Superior and establish a Mail Route through to the Red River Settlement on the understanding that the Government would aid the project in the shape of a subsidy for the carrying of Her Majesty's mails.

The deputation was well received and the Government undertook to promote the project in the way suggested and giving it every encouragement which so national and praiseworthy an undertaking deserved. A company known as the Rescue Company was organized and one of them, the speaker, was elected and still continues to be president, for although hardly used in a variety of ways, that Company still exists.

An exploring party under experienced guidance was soon sent to Lake Superior, and after much and anxious consideration the PRESENT SITE OF PRINCE ARTHUR'S LANDING was pitched upon as the most desirable landing point for a depot. A clearing of some fifty or sixty acres was made, a wharf built for landing stores, a large warehouse with cottages for the employees was erected, and a waggon road towards Dog Lake was started. All was done that could be expected under the difficulties experienced, so that once a time [illegible] the mails were carried with a regularity not surpassed even in these days of railways and steamboats. In the spring of 1860, just as orders were being given for a fleet of ships, of light draught of water, capable for navigation of the shallow lakes and rivers west of Dog Lake, the government transferred the mail subsidy to another company and this without any notice whatever or any cause of complaint. It was known that the government of the day was far from strong, and it was felt so violent a breach of good faith could be owing to the exigencies of party which required the aid of votes to maintain the position. The company had spent largely with the full knowledge of the government, whose leader more than once told the President to go on, and the company would never loose a dollar with it. They had to sell their steamer the Rescue at a great sacrifice. In the summer the bush fires burnt down their buildings, and left scarcely a trace of the waggon road, and in time the ice carried away their pier. Some time afterwards a settlement of accounts was arrived at by a subsequent government when a large balance was admitted to be due the Rescue and which would be a charge on the right of way to be paid for by any company that would succeed it. The case remained in this state until public opinion compelled the government to take action when in 1868, our present worthy member in the Ontario legislature was selected to take charge of the undertaking and after whom the route is now called. He selected the same location for his base, thereby confirming the judgment of the Rescue Company and no one who will take the trouble to look at the position of Prince Arthur has any but will admit that it must ultimately be a large commercial centre and the depot of the vast mineral wealth of the Lake Superior region. The site of Prince Arthur for a city cannot be equalled in the Dominion. Its gradual rise from the water, its natural terraces from which you have the view of the noble bay and magnificent mountains cannot be surpassed.

(Daily Sentinel Jan. 6, 1899)

PORT ARTHUR

This important town was first called "The Station." In 1870 when General Wolseley came up the lakes with troops on his way to Manitoba in the Chicora, Capt. McLean. On board also were Mr. Tom Marks, the extensive merchant of Port Arthur and Mr. William Murdock who with his staff were about to define the line of the present C. P. R. Passengers and goods were then lightered ashore there being no docks. Upon leaving the steamer General Wolseley asked Mr. Marks the name of the place, and on being told said "We will call it Prince Arthur's Landing." The name took readily among the 300 inhabitants, and held till 1874, when the municipality of Shuniah was created and officially fixed the name, which so remained till 1883. Then the C. P. R. being under way the name was changed by their wish to Port Arthur, supposed to be partly as a compliment to Prince Arthur and as a companion to Port Moody the Pacific terminus. The name of the post office was also changed, and in May 1884, when the town was incorporated the name was finally and formally adopted.

Port Arthur Sentinel May 29, 1888

PORT ARTHUR'S PROGRESS

In 1858, Robert McVicar, crown lands agent, the first white settler built the first house near the present corner of Arthur and Cumberland, then covered with heavy timber.

First trading post was founded by Messrs. Marks Bros.

Town was surveyed in 1872, original town containing only 534 acres.

[illegible] population 1880 doubled in 1873. Business houses numbered 80.

In May 1883 the C. P. R. changed the name to Port Arthur. In the year the port returns gave 853 vessels, tonnage of half a million tons with 294 thousand tons freight.

1888 local exports amounted to over $117,000 in fish, fur, silver and gold ore concentrates, building stone etc.

Some Early History of Thunder Bay and District

By A. J. McCOMBER

The history of Canada teems with stories of adventure and romance. Twenty wars and rebellions, in its short life provide ample material for a chapter that ranks second to none in the story of the nations. How Canada came to be opened up to civilization, what the motives were which impelled first the French and then the English to spend their blood and treasure in battling for it, what lure drew the brave explorers ever further westward, provide a fascinating study for those who love to read a stirring tale of adventure and courage.

We who reside at the head of Lake Superior are prone to imagine that this locality played no part in this splendid drama and that our local history dates back but a few years. Never was there a more mistaken idea. True that history is not old compared with that of the nations of the Old World, but yet it is not a story of yesterday. For years the head of Lake Superior was the gateway through which streamed the discoverer, the missionary, the adventurer and the trader, each seeking in his own way and for his own purpose the great and mysterious Northwest.

When I say that our local history is not old I refer to what I might call the history of the French and English regimes. But long before these and long even before Columbus set foot on his voyage of discovery, the Lake Superior region had been the dwelling place of a people, of whom we know little indeed, but whose claims to a certain amount of civilization cannot be denied. We only know that they existed because they have left records of their existence behind them—not written records it is true—but records nevertheless, which have lasted even to our own days. The Mound Builders, so far as we know, were the first inhabitants of these shores, and some scientists have declared that at least a thousand years have elapsed since they first visited Lake Superior. Even the Indians have no record of their existence. They left their mounds in the country south of the Great Lakes, and even along Rainy River as mute testimonials of a lost race.

These people knew the use of metals, and the art of tempering copper, and their workings have been found on Isle Royale, that part of the United States which on a clear day you can see from the shores of Thunder Bay. There, generations before the civilization of Europe knew that there was such a place as the American Continent, they labored, extracting copper from the earth and fashioning it into rude weapons, and there they left their tools when for some mysterious reason they disappeared from the face of the earth. Whether they were carried off by some epidemic, whether they were slaughtered by some more vigorous people, we know not, but we do know that they once inhabited this region, that they labored and disappeared.

The history of which I wish to speak however is the more modern history of this locality. How did it come about that Fort William was selected as a trading post, who was the first white man to look upon Kakabeka Falls, what name did the Kaministiquia River hold besides the one we know so well? These, and similar questions should be of interest to us, not only because we live here but because the answers to these questions are an indication, as in the case of other localities, that here the trade and the Indian of the past in the uncanny way in which they seemed able to detect such things, saw that nature had at this point planned an advantageous spot where east and west could meet and do business. If we look at a map, and note the towns and cities scattered throughout Canada and the United States, we are struck at once by the fact that in all most every instance where the discoverer and the trader selected a site for a fort or trading post there a large and prosperous city has risen. Quebec, Montreal (the old Mont Royal), Detroit, Sault Ste. Marie, Duluth, St. Paul, St. Louis, are a few of the names which occur to one's mind at once. It is a happy augury, therefore, that the man who first established a post on the Kaministiquia River was one of those adventurous spirits who sought to divert the fur trade of the northwest to this spot and who was bold enough to enter into active competition with the Hudson's Bay Company, that hoary and venerable corporation, whose initials "H. B. C." were sometimes said to mean "Here Before Christ."

The seventeenth century was a period of intense activity for those daring spirits who were bent upon exploring and opening up new lands of trade and commerce. The French and the English were equally zealous. On May 2nd, 1670, the Hudson's Bay Company was brought into existence, its full name being "The Governor and Company of Gentlemen Adventurers of England trading into Hudson's Bay." The charter was issued by Charles II and it may be of interest to quote some of its provisions. Charles II "being desirous to promote all endeavors tending to the public good of our people, and to encourage" the undertaking granted to his "dear entirely beloved cousin, Prince Rupert" and his associates "and their successors, the sole trade and commerce of all those seas, straits, bays, rivers, lakes, creeks and sounds in whatsoever latitude they shall be, that lie within the entrance of the straits commonly called Hudson's straits, together with all the lands and territories upon the countries, coasts, and confines of the seas, bays, rivers, creeks and sounds aforesaid, that are not already actually possessed by or granted to any of our subjects, or possessed by the subjects of any other Christian Prince or State ... and that the land be from henceforth reckoned and reputed as one of our plantations or colonies in America called Rupert's Land."

As far back as 1610-11 Hudson had made a voyage to Hudson's Bay giving England a title by virtue of discovery. Other voyages were those of Button in 1612-13, Bylot and Baffin in 1616, Foxe in 1631 and James in 1631-2. In 1668 Gillam reached Fort St. Charles (Rupert) for Prince Rupert and his associates. Fort Nelson was founded in 1682 by the Hudson's Bay Company and at the same time Radisson, representing the French Compagnie du Nord, established Fort Bourbon near by. In the spring following Radisson seized Fort Nelson, but in 1684, having re-entered the service of the Hudson's Bay Company, he retook it for the English.

It was about this time that Du Lhut, the founder of Fort William, appeared upon the scene. The Sieur Daniel Greysolon Du Lhut was born at St. Germain-en-Laye in France about 1636. He first served in the French Army, becoming a Lieutenant in 1657 and a gendarme of the King's Guards in 1664. He also took part in the campaign in Flanders and was present at the battle of Seneff in 1674. During that year he came to Canada, whither he had been preceded by several members of his family, amongst them his cousin, de Tonty. At first he settled in Montreal, but in 1678 he left for the West, accompanied by his brother La Tourette and six soldiers. In 1679 he took possession of the Sioux country in the name of the King of France, and it was shortly after this that he established his main trading post at Fort William, that is about 243 years ago. This Fort he named Caministigoyan.

Directed there no doubt by the Indians, we can imagine Du Lhut, eager to land after his perilous voyage around the north shore of Lake Superior, slowly entering the mouth of the river. The scene which met his eyes then was far different from the one we gaze upon today. The shores were wooded down to the very margin of the water. No giant elevators, no monster vessels, no busy town greeted his eyes. The gloom of the unbroken forest brooded over all. Mount McKay looked down on him as it now looks down on us, a mighty sentinel that seemed to guard the secrets of the West. A beautiful river opened up before him, its gentle water lapping the sides of his canoe, but whence it came he knew not, perhaps from that wonderful Western Sea of which he had heard. Pulling his canoe up on shore he made ready to camp. His men cleared an open space, lit a fire, and prepared their evening meal. The Indian guides were eagerly questioned as to what lay beyond and told wonderful stories of rivers, lakes and some Indian tribes and rich hunting grounds. At last tired with the toil of the day they sank to sleep, little dreaming, perhaps, that they had that day written one more interesting chapter in the history of Canada. The next day they commenced the erection of a rude fort or post. No doubt they explored the surrounding country and we can imagine them finding their way to the top of Mount McKay and there looking over the sparkling waters of Thunder Bay being touched by some intimation of what the future held in store for this spot, the same feeling that inspired the poet Whittier when writing of his own great American Northwest, he said:

I hear the tread of pioneers
  Of nations yet to be;
The first low wash of waves, where soon
  Shall roll a human sea.

The rudiments of empire here
  Are plastic yet and warm;
The chaos of a mighty world
  Is rounding into form.

Each rude and jostling fragment soon
  Its fitting place shall find—
The raw material of a State,
  Its muscle and its mind!

Du Lhut was not an ordinary man. Being a member of the King's Body Guards he was of noble birth. In Montreal as can be imagined his social position as a noble gave him certain advantages. But he was of the breed which is not satisfied with the ease of city life. The lure of the west was irresistible and he conceived the idea of opening up the trade of the Northwest and diverting the fur trade from Hudson's Bay and from the Hudson's Bay Company. The Hudson's Bay Company had been vigorously operating in the north and was attracting trade from the northern and western tribes. This trade was immensely valuable, and engaged the attention of Governments as well as companies and individuals. The business of fur trading afforded an outlet for men who could not content themselves with peaceful pursuits at home.

Du Lhut had a brother Charles, the Sieur de la Tourette, and this brother at Du Lhut's instance built a post in 1678 at the entrance to Lake Nipigon, then called Lake Alimipigon. Six years later he built Fort La Tourette at the mouth of the Ombabika at the north end of Lake Nipigon, and the following year 1685 he built a third trading post Fort des Francais near the forks of the Kenogami and Albany Rivers. These forts proved to be successful ventures, and drew much trade away from the Hudson's Bay Company.

Du Lhut's main trading post, however, was at Fort William at the mouth of the Kaministiquia River, and from this base he explored the western country. He was the first Canadian to explore the west, and it was his privilege to save Father Hennepin from captivity. [illegible] the famous Recollect missionary having been separated from La Salle's expedition was wandering about in the wilderness near St. Antoine. On account of his integrity Du Lhut had great influence over the savages, who honored and feared him. He kept them loyal to France and pledged them to join the expeditions which were organized against the Iroquois in 1684 and 1687. In 1686 he made the foundation of the post of Detroit, and in 1696 having been made a captain after twenty years of service was in command of Fort Frontenac, now Kingston. Here in 1707 he was succeeded by Tonty his cousin. He died three years after in 1710, in Montreal, and was buried in the Church of the Recollects.

Du Lhut was one of the most dauntless pioneer rangers (coureurs de bois) in Canada during the French regime. For thirty years he succeeded in keeping the country to the west of the Great Lakes under French control. Notwithstanding that he had every chance of becoming wealthy he died poor. His superiors testified to his having been a very upright man. Du Lhut wrote accounts of his travels (1678-1679) but unfortunately they have been lost. However, the plan is in existence that he designed for a chain of posts to be erected for the purpose of keeping the lake route clear of savages and thus facilitating communication between Canada and the western and southern parts of the continent (1682-85). This plan was afterwards published. In the library of Congress at Washington may also be found extracts from his account of Detroit.

Although the City of Duluth at the extreme southwest end of Lake Superior has been named after this hardy pioneer, that honor would seem to have been better deserved by either Fort William or Detroit. However, the time has not yet passed, and should the City of Fort William ever undertake the task—as it no doubt will some day—of raising monuments to those of her sons and daughters who are worthy of that recognition, let not Du Lhut be forgotten. To him belongs the honor of having with far-sighted vision chosen as a trading centre the spot where now the commerce of the east meets that of the west, and the citizens of that city will have no cause to blush at either the courage or honor of the man who turned the first sod within its limits and who may truly be said to be its founder.

Du Lhut's trading post, however, did not last long, but in 1688 Jacques de Noyon ascended the Kaministiquia River on a search for the western sea. He paddled up the Kaministiquia and its connecting waterways to Rainy Lake and in his diary, which is extant, he describes how, after going ten leagues up the river, he came to the first portage, the one we now know as Kakabeka Falls. We do not know what feelings were his as he gazed on this beautiful waterfall, the first white man as far as we know to view them, but no doubt he appreciated their beauty as it has been appreciated year after year by visitors as well as by the residents of this district. He continued up Dog River, passing through Dog Lake, continued on through Lac des Mille Lacs, down the Seine River and finally came to Rainy Lake, and there he built a temporary post and wintered. Thus 235 years ago the river Kaministiquia was opened up to trade and commerce with the Northwest. It is hard to realize that this took place in the years that James II was driven from his throne by the English revolution, giving way to his daughter Mary and his son-in-law William, who henceforth reigned as William and Mary, and that the great King, Louis XIV, was then King of France.

De Noyon's discoveries led the French Government to become interested, and in 1717 one Robutel de la Noue was sent out to rebuild the trading post at the mouth of the Kaministiquia River. The Kaministiquia was then known as the river of the Assiniboines, and then as Trois Rivieres, no doubt from the fact that the two islands at its mouth separate its waters into three parts as they enter Lake Superior. Rainy Lake was then known as the Lake of the Crists or Cristinaux Lake. The Fort built by De Noyon was at the western end of this lake, or on the banks of the Tecamamiouen or Ouchichiq River (Rainy River). The only known account of De Noyon's journey through Rainy River is contained in a memoir by the Intendant Begon, dated 12th November 1716, and from this we learn that the spring following the founding of this fort the explorer with a party of Indians descended Rainy River to the Lake of the Woods. Begon's description leaves no doubt as to the identity of the stream. "About two leagues after entering the river," he says, "there is a fall, where a small portage is required, and there are also two other small falls where portages also require to be made, and then we come to Lac aux Iles, otherwise called Assiniboiles." The first fall mentioned is that which breaks the stream between Fort Frances and International Falls; the other two are Manitou Rapids and the Long Sault. At the end of the Lake of the Woods, according to Indian report, there was a river emptying into the Western Sea. This, the "Ocean" or Western Sea, had been the goal of French exploration in Canada almost from the founding of the colony. As the tide of discovery rolled westward, the elusive Western Sea receded before it. Obviously the great body of water which the Indian described to De Noyon, and which Begon calls the Western Sea, was what we know today as Lake Winnipeg. At a later date this Western Sea was sought for far to the west and southwest, across the great plains and over the Rocky Mountains, and it remained for Alexander Mackenzie to finally prove what a vast continent lay between the St. Lawrence and the true Western sea.

No further attempts at western discovery appear to have been made until the year 1731, when Pierre Gaultier de la Verendrye began the long series of explorations to which he was to devote the remainder of his life. He set out from Montreal on June 8th of that year with his three sons Jean Baptiste, Pierre and Francois, his nephew La Jemeraye and a party of soldiers and voyageurs—about 50 in all. They reached the western end of Lake Superior towards the end of August. Unlike De Noyon and La Noue, La Verendrye had decided to follow a new route to the west by way of Pigeon River what was later known as the Grand Portage route. Because of trouble with his men he sent his nephew ahead with a small party while he with the remainder wintered at the Kaministiquia. La Jemeraye got through to Rainy Lake, and built a post which he named Fort St. Pierre, in honor of the leader of the expedition, on Rainy River near the place where it leaves the lake of the same name. The Fort stood on what is now known as Pither's Point. On June 8th, 1732, La Verendrye with his men set out for Fort St. Pierre, taking over a month to traverse the intricate chain of small streams and lakes with the numerous portages connecting Lake Superior and Rainy Lake. After a short rest at the Fort the entire party escorted by 50 canoes of Indians descended Rainy River to the Lake of the Woods, crossed the lake to what was for many years also known as the North West Angle Inlet, and built Fort St. Charles on its southern side. This was the first trading establishment, in fact the first habitation of white man ever built on the shores of the Lake of the Woods. We need not enter into any further details of La Verendrye's travels although they form a fascinating story. Suffice it to say that on June 5th, 1736 La Verendrye's eldest son and 19 Frenchmen set out for Fort Michilimackinac to get provisions for the famished members of the expedition. But on an island some 21 miles away the whole party was murdered by a band of Sioux, who had been led to believe that the French favored their traditional enemies the Crees. The island, situate in the Lake of the Woods, has ever since borne the sinister name of Massacre Island. Some years ago the authorities of St. Boniface College organized an expedition to discover the exact site of Fort St. Charles, and after much searching found it, together with the bones of young La Verendrye and his companion, Father Aulneau. The remains were removed to the College, and a pamphlet describing the work of the expedition was published which is well worth perusing.

The route to the west by way of Grand Portage has been mentioned. Four main canoe routes were recognized between Lake Superior and Lake Winnipeg, three of which led through Rainy Lake, Rainy River and the Lake of the Woods, and these three were the more generally used during the period of exploration and the fur trade. The route first discovered was that by way of the Kaministiquia River. After 1731 the route was abandoned in favor of that by way of Grand Portage until the former was rediscovered by Roderick Mackenzie of the North West Company in 1798. The first mention of the Grand Portage route is contained in a letter by an officer named Pachot, who, referring to a proposed trading establishment on Rainy Lake says: "The best route to go to the proposed establishment would be by a small river named the Nantokouagane (or Nantakouganne) which is about seven leagues from Kaministigoya." The small river referred to was that now known as the Pigeon River and the route was the afterwards famous Grand Portage Route. La Jemeraye, nephew of La Verendrye, was the first white man to paddle from Lake Superior to Rainy Lake by way of Grand Portage. La Verendrye does not say in his journals why he adopted this route but probably he had learned from the Indians that it possessed some advantages over the Kaministiquia. In any event he and his men used it altogether during the many years that he was engaged in exploring the great western country the same route was followed by other French explorers and traders down to the close of the period of French rule in Canada and was adopted by the British fur traders as their principal thoroughfare until difficulties in connection with the international boundary forced the officers of the North West Company to search for other routes more to the north.

The history of the re-opening of the Kaministiquia route, originally discovered by De Noyon, is somewhat curious. Towards the end of the eighteenth century it having been found that Grand Portage, up to this time the principal establishment of the North West Company, was on American territory, a determined effort was made to discover another route farther north. Edward Umfreville was sent to explore the country west of Lake Nipigon in 1784 and actually found a practicable route, which will be referred to presently. In 1798 however Roderick Mackenzie, returning to Grand Portage from the west, accidentally learned from a party of Indians of a well known communication leading from Lake La Croix to the mouth of the Kaministiquia. He followed it to Lake Superior and as a result the North West Company moved its establishment from Grand Portage to the mouth of Kaministiquia where Fort William (the old Fort Kaministiquia) was rebuilt sometime between 1801-5. Up to the time of Mackenzie's discovery or re-discovery of the Kaministiquia route it seems to have been unknown to the North West Company.

The third route from Lake Superior to Rainy Lake, or Rainy River, was by way of the St. Louis river. It is not known definitely when this route was first discovered or used, but in an unpublished memorandum by David Thompson for many years astronomer and surveyor of the North West Company and later astronomer and surveyor under the sixth and seventh articles of the treaty of Ghent, he indicates that the route by way of the St. Louis river, Vermilion river and Lake Namakan, was a thoroughfare of the fur traders before 1783.

These three routes, by way of the Kaministiquia, Grand Portage and the St. Louis River led to Rainy Lake and the Lake of the Woods. The fourth route was farther to the north and did not touch Rainy Lake or the Lake of the Woods. It ran from Lake Superior up the Nepigon River to the lake of the same name, then westward by various rivers and lakes to English river and down that stream to the Winnipeg River. It was discovered by Umfreville in 1784 and although a practicable route was never much used by the fur traders.

Here let me pause for a moment to call attention to the wonderful daring and ingenuity of the men who travelled thousands of miles in birch bark canoes and over long and hard portages. They thought nothing apparently of leaving their homes for months and even years to make these journeys. We who travel today in palatial ocean steamers, beautiful parlor cars and comfortable automobiles would well hesitate in making even a single voyage involving the hardships which travelling in their time did. It may be of interest to give some description of the canoes used in those days and how they navigated the intricate water courses. Peter Grant of the North West Company in his account of the Saulteaux Indians and the fur trade in the Lake of the Woods region gives the following description. He says:

The North West Company's canoes, manned with five men, carry about 3,000 lbs. They seldom draw more than 18 inches of water and go generally at the rate of 6 miles an hour in calm weather. When arrived at a portage the bowman instantly jumps in the water to prevent the canoe from touching the bottom, while the others tie their slings to the packages in the canoe and swing them on their backs to carry over the portage. The bowmen and steersman carry their canoe, a duty from which the middlemen are exempt. The whole is conducted with astonishing expedition, a necessary consequence of the enthusiasm which always attends their long and perilous voyages.

"It is pleasing to see them when the weather is calm and serene paddling in their canoes singing in chorus their simple melodious strains and keeping exact time with their paddles, which effectually beguiles their labors. When they arrive at a rapid the guide or foreman's business is to explore the waters previous to their running down with their canoes and according to the height of water, they either lighten the canoe and carry overland or run down the whole load.

"It would be astonishing to an European observer to witness the dexterity with which they manage their canoes in these dangerous rapids, carrying them down like lightning on the surface of the water. The bowman supported by the steersman dexterously avoids the stones and shoals which might touch the canoe and dash it to pieces, to the almost certain destruction of all on board. It often baffles their skill when the water is very high to avoid plunging in foaming breakers on the very brink of the most tremendous precipices, yet these bold adventurers rather run this risk, for the sake of expedition than lose a few hours by transporting the cargo overland.

"When they are obliged to stem the current in strong rapids they haul up the canoe with a line, the hands walking along shore and some times wading through the water up to their middle except one man who remains in the stern of the canoe in order to keep it in the proper channel. This part of their duty is always accompanied with much labor. When the wind favors, they always carry sail and in a fresh gale will generally go 8 or 9 miles an hour."

John Johnston in his "Account of Lake Superior" describes the method of making a portage. He says:

"Carrying the canoes, goods and provisions across a portage is done by means of leather straps or thongs, the middle of which is broad and fitted to the forehead of the carrier. The first bale or piece is tied so as to lie a little above the reins, the second is placed upon the head and hangs down without tying on the first, and thus loaded the voyageurs, as they are called, trot off to the place chosen for a depot, which they call a pose, and which in large portages are from 1 to 3 miles apart. This they repeat till the whole is transported; they then set off for the canoe, which they carry on their shoulders. They so go on till night, only stopping once for their meal and once or twice for lighting their pipes. The packs are from 80 to 120 lbs. weight and he is not looked upon as a "man" who cannot carry two. There are many who even take three and outrun their fellows. This is the mode of carrying all over the Northwest."

Reference has been made to the fact that the Grand Portage route was abandoned by the North West Fur Company when it was found that Grand Portage had become American territory. The story of how the international boundary between Canada and the United States between here and the Lake of the Woods was fixed, may be of some interest. On November 30th, 1782 Richard Oswald on the part of Great Britain and John Adams, Benjamin Franklin, John Jay and Henry Lawrens, on behalf of the United States signed at Paris the provisional treaty of peace between the United States and Great Britain. It acknowledged the independence of the United States. Article II provided:

"That in order that all disputes which might arise in future on the subject of the boundaries of the said United States, may be prevented, it is hereby agreed and declared that the following are and shall be their boundaries viz. from the north west angle of Nova Scotia [illegible] thence through Lake Superior northward of the Isles Royale and Phillipeaux, to the Long Lake, thence through the middle of the said Long Lake to the water communication between it and the Lake of the Woods, to the said Lake of the Woods, thence through the said Lake of the Woods to the most northwestern point thereof and from thence on a due west course to the River Mississippi."

On September 3rd, 1783 David Hartley on the part of Great Britain, and Adams, Franklin and Jay on the part of the United States signed at Paris the definite treaty of peace. This treaty is commonly known as the Treaty of Paris.

Owing to the maps and other information available at the time of the drawing of the treaty being erroneous in many particulars this treaty instead of preventing disputes was exceedingly fruitful of them and several times brought the two nations to the verge of war. The result was that practically the whole boundary line was at various times the subject of treaties with the United States and invariably Canada got the worst of it.

On December 24th 1814 Great Britain and the United States signed at Ghent the treaty that closed the war of 1812. The treaty provided for a determination of the boundary "from the water communication between Lake Huron and Lake Superior to the most northwestern point of the Lake of the Woods." In 1822 surveyors were instructed to ascertain the position of "Long Lake" or if no lake of that name could be found to determine the chain of waters supposed to be referred to under that name. In October, 1824 it seemed likely that Pigeon River and Rainy River would be adopted as the boundary line, as no Long Lake had been found but the British Commissioner ordered surveys of the route by way of the St. Louis river and the United States Commissioner ordered the exploration of the Kaministiquia River.

The Commissioners were unable to reach an agreement as to the line from Isle Royale to the Lake of the Woods. Barclay the British Commissioner claimed that the line should run from Isle Royale southwesterly to the head of the lake thence by way of the St. Louis and Vermilion Rivers to the Grand Portage canoe route, and thence by the water to the Lake of the Woods. Porter the United States Commissioner contended that the line should follow the Kaministiquia canoe route to its junction with the Grand Portage route, and thence by the latter to the Lake of the Woods.

The treaty of 1783 defined the boundary as before mentioned as passing northward of the Isles Royale and Philipeaux to the Long Lake, thence through the middle of said Long Lake to the water communication between it and the Lake of the Woods etc. Barclay therefore contended:

(1) That the St. Louis River answered the description of Long Lake as it contained a lake expansion at its mouth.

(2) That it was an ancient commercial route while the others were comparatively new.

(3) That the St. Louis river was more navigable than the others.

(4) That on many old maps it was described as "The lake or St. Louis river."

(5) That the boundary spoken of in the treaty was "through Lake Superior" and it was a fair deduction that it should run through to the end as otherwise it would not run "through Lake Superior."

Porter the United States Commissioner claimed:

(1) That Dog Lake was Long Lake.

(2) That it could never have been intended that the boundary as described in the treaty should form a great arc simply to take in an unimportant island such as Isle Royale but that it had intended to run the boundary line straight to the mouth of the Kaministiquia river.

(3) That the Kaministiquia provided continuous water communication which was not the case with the other routes.

The matter continued unsettled until July 1842 when Lord Ashburton wrote to Daniel Webster then Secretary of State for the United States, proposing that the line be taken from a point about six miles south of Pigeon River where the Grand Portage commences and continued along the line of said portage to Rainy Lake the route to remain common to both parties. On the 27th of the same month Webster replied that he was willing to agree on a line following the Pigeon River and Grand Portage route to Rainy Lake it being understood that all the water communications and portages should be free and open to the use of the subjects and citizens of both countries. Ashburton accepted these terms and they were incorporated in a treaty and the matter was thus finally settled.

Almost all the trouble involved in dealing with fixing this portion of the international boundary line arose by reason of errors on the map used at the drawing up of the treaty. This map, known as Mitchell's map showed a large stream emptying from Rainy Lake into Lake Superior and the signatories naturally chose this stream as by most natural and convenient to form the boundary. But for this geographical error the boundary line would most certainly have been drawn to the head of Lake Superior, then up the St. Louis River to its source, and thence due west to the Mississippi River. As the treaty was actually drawn it provided an impossible boundary, for if Pigeon River was extended as the line could not be carried through the Lake of the Woods, and due west to the Mississippi River. The Mississippi River on Mitchell's map appeared as having its source far to the north, when as a matter of fact its source is due south of the Lake of the Woods.

The situation of Phillipeaux Island in the boundary description also caused much confusion. On Mitchell's map Isle Royale was either shown twice, once under its own name and again under the name of Isle Phillipeaux, or one Isle Royale was indicated under its own name and Pie Island was indicated as Isle Phillipeaux. There was a similar duplication of Michipicoten Island which appeared as Isle Maurepas and again as Pontchartrain Island.

Respecting the Long Lake shown on Mitchell's map, there can be little doubt of its identity with the present Pigeon Bay. The large stream shown as flowing out of Rainy Lake was in reality Pigeon River, a comparatively small stream, which as we now know does not flow out of Rainy Lake.

It is interesting, though probably unprofitable, to speculate as to what the consequences would have been had either the St. Louis River or the Kaministiquia been chosen as the boundary. In the latter case, we would have had the United States right at our doors, Mt. McKay and the Mission Terminals would have been in the State of Minnesota and the building of our Canadian railways in all British territory in the west would have been a much more complicated operation than it actually proved to be. On the other hand had the boundary line followed the St. Louis River Canada would have been the possessor of the famous and immensely wealthy iron ore deposits of the Mesaba range. In either case the history of this locality would have been entirely different. Mr. Mitchell, whoever he was, by preparing a map of a locality with which he was not familiar lost to Canada one of the richest mineral sections in America, and helped to build up the City of Duluth on United States territory at our expense.

Reference has been made to the North West Company and a word as to the company may not be out of place. Whilst the Hudson's Bay Company was composed mostly of Englishmen, at any rate men living in England, the North West Company was composed of men living in Montreal, principally Scotchmen, as is indicated by the numerous "Macs" mentioned in connection with its affairs. They were active competitors of the Hudson's Bay Company, and it can well be imagined that with men of the type of those employed by the rival companies, competition would soon develop into active warfare. It is not my purpose to go into the history of this warfare. It is an intense story and Fort William figured many times in the bitter fight. But to make a long story short, Lord Selkirk, having acquired a controlling interest in the Hudson's Bay Company, attempted to found a colony where the present City of Winnipeg stands. His failure was about as complete as it could be and yet it is no more than just to say the result of his efforts and struggles, the present Northwest—so far as its agricultural potentialities are concerned—had its beginning through him. His struggle with the North West Company is well known. Defeated at last he sailed home to die, and the two companies were soon amalgamated, and the Hudson's Bay post was immediately moved from Point de Meuron to Fort William. Point de Meuron, which lies just above the west limit of Fort William, was so named after Col. de Meuron, the leader of a Swiss regiment brought out by Lord Selkirk, which wintered at that spot. The change to Fort William took place in 1821 and that 100 years ago Fort William again became the headquarters

of the great fur trade of the west.

It was about 1806 that the Fort at the mouth of the Kaministiquia river was rebuilt, and named Fort William in honor of the Hon. William McGillivray who died in 1825. It remained but a Fort however until the early seventies. In 1869 the Hudson's Bay Company was compelled after long and strenuous negotiations, to sell out to the Canadian Government the whole of the great North West territory, which it had governed for almost 200 years. It had on the whole governed well but the time had come for a change, and the pressure could no longer be resisted. Thereafter the Canadian Pacific Railway was projected and built, and the very modern history of the District commenced.

There are many other interesting events which had I the time could be detailed. The founding of the Indian Mission at Fort William in 1846, the landing of Lord Wolseley's expedition at Prince Arthur's Landing (now Port Arthur) and its toilsome and arduous trip up the Dawson Road and the Kaministiquia River to Fort Garry, the building of the Dawson Road, the surveying and building of the Canadian Pacific Railway, the commencement of the great Canadian National railway system which was really initiated by the building of the old Port Arthur, Duluth and Western Railway, the great fight between Ontario and Manitoba to determine whether we should form part of Manitoba or part of Ontario. All these have their interest to one who is desirous of learning the history of the past and of understanding the present, but they are necessarily well known to you all.

I have merely skimmed the surface of the history of this District. There is a wealth of material which can be drawn upon and some day no doubt, some writer of ability able to clothe the story in fitting words will prepare a history recording these events, a story which will rival any of Parkman's works. These few fragments of history arouse most interesting speculations. This territory was once French. Wrested by England from France a large part of it narrowly escaped becoming American territory. Had it remained French or had it become American, the history of Canada and the history of each and every one of us, would have been entirely different. Had not Mitchell's map been defective, our territory in all likelihood would have extended to the St. Louis River which separates Minnesota and Wisconsin, and the City of Duluth would have been on Canadian soil. But even as it is we have a wonderful land. Providence has wisely ordained that no part of the earth shall lack some human being who loves to call it his country. The Esquimaux in the north, the negro in the heart of Africa, the South Sea Islander on his little island, cling to their native land believing that it is the favored land above all others. But looking out over the troubled world of today we know that we have the favored land in Canada and we can deeply appreciate the feeling of the poet when he says:

There is a land, of every land the pride,
Beloved by Heaven o'er all the world beside;
Where brighter suns dispense serener light,
And milder moons imparadise the night.
A land of beauty, virtue, valor, truth,
Time tutored age and love exalted youth;
Oh, thou wilt find, where'er thy footsteps roam,
That land thy country and that spot thy home.

Pioneers of Paipoonge

Written by Mr. J. M. Hunt for the use of his daughter, Mrs. Henry [illegible] and of the Women's Institute.

As far as I have been able to gather the first pioneer in Paipoonge was Mr. Pennock, who built a very comfortable log house on Lot 3, Concession 2, in 1862. This house was burned by a grass fire. In 1863 a man whose name I have been unable to ascertain was located for lots 7, 8, and 9, concession 3, south of the river. Lot 7 was at one time occupied by Fred Smith, a son-in-law of Mrs. Alex Crawford and at present is occupied by Mr. Brandt. Lots 8 and 9 are now owned by Campbell Menzie. The first locatee once undertook to find his location and brought an axe and grubber and shovel and began operations just west of what was known as the Smith bridge over the Slate River between concessions 2 and 3, and a few rods south of the road allowance. Realizing the futility of working on land which might not be his, he returned to Fort William leaving his tools behind him. These were found about 1887 by James Simpson, the locatee of lots 16 and 17, concession 3. William Brock bought the rights to his property in 1883.

In May 1887 our family settled on what is at present my home. In the fall of 1887 the late James McGregor and Fred Gemmeau filed on their locations on Concession 5. In 1888 the late Henry Parsons located on what is now the Pettit and Bliss farms, and James McGregor and Fred Gemmeau moved their families on to their locations. In 1887 John McLaren and his son Angus built and resided on Lot 11, concession 6, where Mr. McLaren lived for many years. During the first summer my father's family resided on the location there was not a resident in what is now known as the Slate River settlement, the only outside news was the arrival of my father on Saturday night, having walked from the Beaver mine, 8 miles distance, after working six full days and a quarter of a day overtime in the evenings, four evenings a week. Bears were fairly numerous, prairie chickens were plentiful, wolves were then unknown, but arrived from the south about 1898 from where they followed the red deer which kept company with the moose for their mutual protection. For some years there were no roads and neighbors could meet only by travelling through the burned over logs, and jump from one to the other across the sloughs.

I have heard my father tell of a visit of Mr. Margach, Crown lands agent, accompanied by the late Alexander Crawford in 1888; another visitor was W. H. Piper who secured Lot 15 Concession 1. Mr. Kirby, an English Church minister at West Fort William arrived and stayed to dinner and such a dinner! The baker's bread was all gone and my father insisted he would not lose two days to go for bread and Mamie, my oldest sister, and I set sponge, but something went wrong and the bread was the heaviest and had the hardest crust ever produced in the Slate River Settlement. It is only fair to say that Mamie was only ten years then and not posted on bread making. A few days after they went to Fort William for supplies with York and Bright and a home made sled cart. The road then crossed Newton's creek just west of the Slate River and crossed the Slate River on the south end of Concession 3, thence along the blind line and sometimes in Concession 4, about Lot 7 it made an S curve to the north going around the foot of two mountains and finally arriving at Point De Meuron bridge. After crossing this we came to the Point De Meuron farm house, then occupied by the late Alexander Macdonald and his wife who recently died in Fort William. These people were a blessing to the very early pioneers, as a meal for a man and beast, with a bed and a cup of tea for which many pioneers in Slate River were thankful.

In 1881 the late James Tonkin was sent to make trails for the settlers by the Neebing council from the Slate River west to Oakleys, north to J. M. Harris and south by way of John McLaren's and James McGregor's toward Fred Gammond's. When I recall how the settlers without roads had put their teams through what was almost bottomless sloughs and the perseverance displayed by almost all of the pioneers and then look at the road now, on which the settler can reach Fort William in 30 or 40 minutes in perfect comfort I am amazed and delighted. Those faithful pioneers are deserving of at least kindly remembrance. There are many who ought to be mentioned but must be left for some future occasion. I must not close though without mentioning a few of those who paved the way for the Slate River of today, chief of whom is the late Ephraim Oakley and his family, John McCuaig, and the late George King. Later came Thos. Miller senior and his family from Bruce County and the late Robert [illegible] and Dan McGregor [illegible] while farther south, and very much isolated Francis Zimmerman, with a young family stayed with the job under very severe handicaps. I cannot place each and every settler according to date of settling etc. and possibly have missed some who ought to have been mentioned.

The winters of 1892 and '93 had very heavy snowfalls. A team crossed in safety the Kam River at the lower subway on May 1st, with two thousand feet of lumber. The weather then turned warm and kept warm, the snow melted very fast, the water in the Kam river came up so quickly that the ice was lifted out without rotting. This formed a jamb of thousands of tons of ice against the Point De Meuron bridge. James McGregor started for town, arriving at the bridge about 9 a.m. The bridge was lifted off all but the end piers and was bolted away down stream in the middle. It was impossible to cross. Mr. McGregor sat on the bank alone and witnessed a panorama which exceeds anything seen [illegible]

Alexander Lord Russell

[illegible]

Among the most social and best advertised of Canadian Pioneers are the Land Surveyors of the old gone times and one of the most notable of these was the late A. L. Russell, who died in Ottawa on June 11th, 1932.

Mr. Russell fell naturally into the profession, being a son of the late Andrew Russell who was some 58 years in the service of the Government, and latterly as Assistant Commissioner of Crown Lands. Naturally he was much in contact with the earlier surveyors and he strove to raise their standards of work and with such success that he was credited by them as being the "father of astronomical surveying" in Canada.

Lindsay Russell, nephew of Andrew, was a distinguished successor who had a great deal to do with the mapping of the Ottawa Valley and the delimitation of timber limits, etc. In the 60's he ran several exploratory lines north and west from Thunder Bay and was associated with Simon J. Dawson in the exploration and construction of the straight line route from Lake Superior to Fort Garry which was the forerunner of the Canadian Pacific Railway. Later in the 70's he conducted the trigonometrical survey over the prairie provinces to determine the principal meridians which governed the detailed subdivision surveys and he afterwards acted as Surveyor General and still later Deputy Minister of Interior.

The subject of our sketch was born at Kingston in Nov. 1842, at which time it was the seat of government. He was educated at the high school in Quebec and early entered the Civil Service. As a consequence of the Trent affair and the difficulty with the United States, the Civil Service Rifle Corps was formed in 1861 and young Russell joined it at 19 and immediately distinguished himself as a rifle shot, winning several first prizes. In 1866 during the Fenian Raid he was continuously on duty and passed first class board of officers. A year later in 1867 he joined the Toronto Garrison Artillery and passed through the School of Gunnery and 1st class board of officers.

In 1869 he published a handbook of rifle shooting which was accepted as an authority in the art. In 1870 he accompanied Col. Wolseley to Fort Garry on the historic Red River military expedition and afterwards read an interesting paper on it before the Thunder Bay Historical Society. The expedition was unique as to transportation and commissariat arrangements and the Colonel was so impressed with the work of the Canadian "Voyageurs" that he incorporated a number of them in his subsequent expedition up the Nile in the futile effort to relieve Gordon in Khartoum. Later he accompanied Governor Archibald from Thunder Bay to Fort Frances on his way to Fort Garry as the first Governor of Manitoba. [illegible] crew was commanded by the famous voyageur guide Ignace Mastawa, whom [illegible] also [illegible] and Russell mentions [illegible] appreciatively in his pages. A year or so later he was assistant leveller on one of the survey parties for the Canadian Pacific Railway under John Fleming and was one of those who rediscovered the forgotten Lake Nipigon. Incidentally he became intimate with some of the pioneer residents of that wild country, Sir Henry de la Ronde and Mr. Crawford of the H. B. C. in the Nipigon country, John Watts, a well-known half-breed voyageur, "Tchakan," a Christian Indian of high character, who had so perfect a sense of direction that he was credited with having a transit theodolite in his head. The Railway surveys of this date were very unsuccessful and unfortunate owing to the absolute inexperience of the engineers in charge in this class of work and several men were lost in bush fires while the results were quite misleading.

On April 14th, 1873, he qualified as a Land Surveyor in Ontario and in the same year he was appointed one of two Canadian Surveyors as aide to the Royal Engineers in marking the boundary line, the 49th parallel of latitude from the Lake of the Woods westerly and here he assisted his cousin Lindsay in the accurate triangulation survey for the determination of the principal meridians and base lines, and it was at this period that he acquired that taste for precise work which was a hobby with him for the rest of his life. His work on these surveys was highly commended and mentioned in the reports of the Royal Engineers.

In 1875 he married in St. John's Cathedral, Winnipeg, Aurora Caroline, daughter of Henry Codd, a gentleman farmer of Ottawa. Tired of his necessary absence from home he shortly afterwards moved to Port Arthur where he had some property and started a general surveying business in partnership with the writer. He was a citizen of Port Arthur up to within two years of his death, and besides subdividing a great deal of the present city he surveyed a number of mining claims, Indian Reserves, rights of way for the Canadian Pacific and Canadian Northern Railways, etc., etc.

He was for some time a town councillor, also school trustee. He was the originator of the Current River Park and water power development and an enthusiastic worker in every scheme for the welfare of the city and district.

His military [illegible] showed and in 1886 he was appointed paymaster of the 96th Algoma Rifles from which he retired subsequently with the rank of captain. At this period he showed again his wonderful skill with the rifle making the possible 7 consecutive bulls eyes at 800 yards and winning the all-comers military match. In 1912 he was elected captain of the Lake Superior Imperial Veterans, inspected and favorably commented on by the Duke of Connaught. In 1914 he joined the home guards and was placed in charge of Dominion registration of Thunder Bay and Rainy River districts.

In 1920, at the age of 70 years he won the Civil Service Rifle Cup at Ottawa with the record score of 9 consecutive bulls eyes.

Russell still persisted in survey work and in 1919 he was commissioned by the Ontario Government to make a detailed survey of Lakes Shebandowan and Greenwater to the northwest of Port Arthur. Misfortune came upon him and Mrs. Russell went through a very serious illness which finally ended fatally. He moved her on the advice of friends, to Ottawa, intending to complete the draughting work in connection with this survey there. A few months before his death he met with a very serious street car accident from which he never recovered completely and he died as above recorded in his 80th year. Mrs. Russell survived him by only two weeks. As executor for the little estate it fell to the writer's lot to complete the mapping of his last survey and he begs here to testify to the great courtesy shown him by the director of surveys and his staff.

Mr. Russell is survived by three sisters—Mrs. J. H. Simpson of Ottawa, Mrs. Osborn Lindsay of [illegible], and Mrs. Ray of Bryn Athyn, Pennsylvania. Only one son was born to him early in his married life who died in infancy.

A. L. Russell was a professional man in his younger days. He had a great love for and belief in this country and his chosen city of Port Arthur and while he could with his record during the latter years of the 19th century and his many influential Ottawa friends have undoubtedly secured and filled a good position in the Civil Service he steadfastly set his face against the change. He saw the great future development which was coming and believed he could profit by it.

Like many professional men he was an artist in temperament and he had a surpassing contempt and hatred for modern business methods and the trickery and chicanery so often involved and he was extremely outspoken in his denunciation of them. As a consequence he made many personal enemies. Although of Scotch descent he was absolutely devoid of thrift and his association with Engineers and military men probably contributed to this characteristic. In private life he was delightful, hospitable, generous, and possessed of a great fund of anecdote and considerable humor as a raconteur. His private generosities were carried to a fault and were not always discriminating or wise. No former associate or veteran ever applied to Russell for help in vain and many of his $5 bills were spent on whiskey by the recipient instead of on the sick wife or child which was the ostensible excuse for the appeal.

Port Arthur showed gratitude for his public service, the papers published long complimentary articles, and the secretaries of different clubs and organizations to which he belonged wrote letters of appreciation and sympathy. It is to be hoped that a city of 15,000 or more amongst whom he lived and worked for 40 years will eventually do something more than this and that in connection with the historic monuments to be erected, one of which will be placed by Port Arthur, some more enduring memorial will commemorate his unselfish work as a pioneer. The present generation has been so busy making money out of Canada's resources that they have given little thought to those of former generations who made the resources accessible and available. In all Canada, for instance, I think there is no memorial to the Verendryes, father and son, who opened up a trade route from Lake Superior to the Saskatchewan and from the Red River to the Rocky Mountains, nor to Thompson who carried the work on through the mountains to the Western ocean. Both died in neglect and poverty and the passengers who ride today in luxury over the route they followed have most of them never heard of Verendrye, and of Thompson only because a river bears his name. The very spirit which tempted a man into the wilderness and bade him prepare the way for the following and scheming generations, which to bow and carry on his work in a more selfish spirit if not less efficiently, appears to set him off from the sympathy and fellowship of his kind. Russell was of this class. He had vision without what is called today business capacity. With all respect to some of the great names of the day he was perhaps better without.

Russell inherited a fine constitution and while not a particularly strong man he was a good traveller and a fair woodsman. His physical specialty was his wonderful eyesight which made him not only famous as a rifle shot but also an exceptionally good instrument man. He seldom or never used a magnifying glass for vernier readings and his favorite instrument was a tiny transit theodolite which could be carried in his overcoat pocket. By repeating and reversing he did work with this little concern such as I have never seen exceeded with much larger instruments, and withal he was quick as well as precise in field. In plotting of his work he was wont to use a sheet of foolscap and a miniature protractor and scale with 50 or 60 divisions to an inch. Precision and astronomical work was a hobby with him and with a better mathematical education he would have made an exceptionally good observer. His love for instruments and precision was an obsession and in our association I sometimes used to be obliged to call him down for devoting too much time to purely academic niceties when more important issues were at stake. But his caution in his work did not extend to his care of himself and while I do not remember that he ever had a serious accident he suffered much hardship and peril which a little forethought would have prevented. I well remember his sigh when we travelled the length of Thunder Bay together with a dog train and arrived at Port Arthur in the morning in record time to the great astonishment of the mail carriers who had been held up by open water the day before. The ice we travelled on could not have been more than an inch or two in thickness but on this occasion at any rate the recklessness was successful if not good policy.

Russell died peacefully in his bed. He was a good and kind man. "Requiescat in Pace."

For the Ontario Government Mr. Russell made the following surveys:

Flying survey of waters West and South of Twps. near Whitefish Lake—March 1886.

Pa[illegible] Twp. Conmee—May 1880

Lakes between Arrow Lake and Agnes Lake on Hunter's Island—Dec 1907

Certain lands North of Twps Ware, Gorham and MacGregor—June, 1915.

Traverse shore of Lower Shebandowan—Sept 1917

Traverse shore of Upper Shebandowan—June 1919.

For the Dominion Government Mr Russell made the following surveys

1872—South outlines Twps 11-5, 6 7 and 8-Fr North outlines Twp 8-1 F Twps. 7I and 7-Fr

1873—Outlines and subdivisions.

1874 Outlines and traverse part Lake of Woods

1875 76—Outline work.

1877—Parts of 2nd meridian and 3rd meridian and outline work.

1878—Outline work West of 2nd meridian

1879—Outline work and exploring Carrot River district

1880—Outline work West of 3rd meridian

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The Thunder Bay Historical Society

Fifteenth Annual Report

PAPERS OF 1923-24

The Thunder Bay Historical
Society

Fifteenth Annual Report

THE THUNDER BAY HISTORICAL SOCIETY
ORGANIZED 1908

Papers of 1924

Thunder Bay Historical Society

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Auditors

JOHN KING, PRESIDENT OF THE HISTORICAL SOCIETY

Secretary-Treasurer's Report

MISS M. J. L. BLACK

To the President and Members,
Ladies and Gentlemen:

I have the honor to present the following report as secretary of our society for the year 1923-24.

We have a paid-up membership of twenty, all of whom attend the meetings most regularly.

During the year there have been four meetings. On Nov. 15 we met at the home of Mr. and Mrs. John King when a paper by Mr. J. A. McComber was read; on Feb. 15 we met in the library and had papers by Mr. J. Mackay Hand; April 15 we met at the home of Mr. and Mrs. C. W. Jervis when was read a sketch of Mr. A. L. Russell and excerpts from the early files of the newspapers; on July 11 we were the guests of Mr. and Mrs. Peter McKellar when we met Mr. L. J. Burpee.

The society's activities have not been confined to the above meetings, for through the efforts of the president, Mr. King, the plot in which is the Hudson Bay memorial was put in good condition and the care of it handed over to the Parks Board. Negotiations are also under way with the Canadian National Parks Commission for the erection of a memorial in the Heath Street Park to commemorate the turning of the Grand Trunk Pacific sod and the movement of the first grain.

It is with great sorrow that we have to report the loss of three of our members, Mrs. Bernard Ross, Major Hamilton and Mr. Fred Fregeau. It was always a delight to talk to Mrs. Ross and listen to her stories of early days in the west. Mr. Fregeau was always an interested and active member, while in Major Hamilton we lost one who had been on our executive since our organization.

We have received a number of reports in exchange and also a set of valuable photographs of the early boats, the latter being given by Captain McCannell.

All of which is respectfully submitted.

M. J. L. BLACK,
Secretary.

Receipts

Oct. 1, 1923—	
Balance in Bank	$ 58.75
Government grant	100.00
Membership Fees—	
Miss C. Merritt	1.00
Mr. and Mrs. John King	1.50
Mr. and Mrs. McKellar (2 yrs)	3.00
Capt. McCannell	1.00
Mrs. Sterk	1.00
Miss Erma van Bockstaele	1.00
Miss Robin	1.00
Miss Black	1.00
F. C. Perry (2 years)	2.00
Mrs., Miss and Mr. Copp	3.00
A. J. McComber	1.00
Major and Mrs. Hamilton (2 years)	3.00
Mrs. F. A. Sibbald (2 years)	2.00
J. J. O'Connor (2 years)	2.00
Miss Pemphylou (2 years)	2.00
Oct. 1, 1924—Total Receipts	$180.25

Disbursements

Canadian Historical Rev.	$ 4.00
Printing	87.20
Minute Book	3.75
Wreath	5.00
	$100.95
Oct. 1, 1924—Bal. in Bank	$ 73.30
	$180.25

Fort William in Early Days

As Recorded in the Prince Arthur's Landing Sentinel

The Sentinel Prince Arthur's Landing
Aug 3 1876

THE TOWN PLOT

On Wednesday we spent a few hours at the Town Plot and there noticed considerable change since our previous visit. Quite a clearing has been made and we found a number of men busy on Lot 44 south of Gore street removing stumps to clear the ground for the Round House. Mr Inkster the contractor has the shop erected and is all in readiness to go on with the work. The material is to be stone taken from the Thunder Bay quarries. The circumference is to be 600 feet having ten stalls, height to be 16 feet with, of course, raised roof; the smoke stacks are to be made of sheet iron by French and Kennedy of this place. We should judge the whole work will be a substantial job, particularly as full confidence is due in the parties having the work in hand. The location is at the Town Plot terminus of the Prince Arthur and Kaministiquia Railroad.

We found Mr John Sullivan in charge of a gang of men engaged in laying the iron for the track, the distance already reached being about three miles. Unless an engine soon arrives as expected the lorrie and horsepower will be found slow work as distance is gained. Large quantities of the rails are piled up, and more constantly arriving.

The only hotel open at the Town Plot is the Orillia House, by Mr O'Connor who evidently is doing a good business, while buildings for other purposes are talked about, including one for a store by Messrs Street of this place who think of opening a branch store. However, as far as we could learn, the town lots are not going off like hot cakes owing to the prices that are being asked.

Around the government dock where the propeller Lake Erie was unloading iron there appeared to be considerable stir. The whole place has a business look. Not the least attractive spot is Mr Wallerd's garden, fully demonstrating what energy and proper attention can do. It is evident that the soil is adapted to gardening purposes and by another season more interest will be shown in that direction.

Passing homeward we found Mr Henderson's mammoth building converted into a boarding house and the "First Hotel" is closed, having been purchased by the government to keep the reserve along the river. Mr Hazelwood's fine house attracts the attention of all passers-by, his family having recently arrived, the premises are now occupied. Mr H has been recently ill, but his numerous friends will be pleased to learn that the climate [illegible] has favorable influence and he is getting better.

The Kaministiquia Hotel, Messrs Ingalls and Kenopie Proprietors, east of the Town Plot, is doing a good summer business, a number of tourists stopping there at present. Certainly the locality is a quiet retreat for a season and accommodations are satisfactory.

Nearly opposite the hotel is the new store now being finished by the Messrs McKellar for Mr McLaren, lately arrived from Ontonagon, and who proposes opening at an early date. Mr Tait is now painting the store in the highest style of the art.

Accompanied by J L Baker of the Northern Railway, Toronto, Mr Manly of Toronto Collegiate Institute and Mr C Baker of University College, Toronto, who were up by the Francis Smith on a pleasure excursion, and spent Wednesday along the river, we were shown over the premises at Fort William by the worthy manager John McIntyre. Recently a division has taken place in the stock of goods, the clothing and light goods now occupying a store near the entrance to the old one to the left. The large stone building erected eighty five years ago is used for storage purposes. The neatness, regularity and above all, the immense stock of first class goods astonished even our Toronto friends. While viewing the curiosities we saw an old [illegible] lock, some sal of Queen Bess make which would surely answer for [illegible] Hills service at present. The history of the early days of Fort William have historical events of interest that would be both amusing and instructive if properly placed before the public.

(Sentinel Sept 7 1876)

TOWN PLOT AND VICINITY

Tuesday afternoon we visited the Town Plot. A month had made some change, the government dock and other places in the vicinity presented large piles of railroad iron. The Asia was at the dock unloading. While there the train arrived and we noticed Mr H Ryan upon the cars. Immediately upon arrival a force of men were put to work to load up again four cars that the powerful engine moves up the steep grade with ease from the wharf. We understand that Messrs Purcell and Ryan have laid over 11 miles of track and keep daily progressing.

We found men busy unloading from the boat construction engine number 2 together with six platform cars. This engine like the one now in use is powerful and when once ready will be a great acquisition to the working of the road. Extending eastward from the dock along the edge of the river for a few hundred yards the ground is preparing for the ties in order to lay track for more wharfage accommodation. Certainly there is a great need for more dumping room.

The next object of interest we visited was the Round House. This is located a few hundred yards back from the front and at the terminus of the P. A. L. & K railway. We found a number of masons and laborers at work. The foundation is nearly completed and when built there will be ten stalls for as many "iron horses." A large tank is being excavated and curbed in the round house, for the supply of water to the engines. Some curious specimens of petrified wood have been taken out of the wall as shown us by Mr Young in charge of the tank sinking. Mr [illegible] himself is absent but is ably represented by Mr Alex Fraser. Quite a large quantity of stone is upon the ground delivered by Mr McDougall who has the quarry at the foot of Thunder Bay.

Since our previous visit Mr Conley has erected a house on Brown Street and Mr Finly is putting up a dwelling and bakery in the rear. Mr A Stevenson was busy building a sidewalk along said street. It is true that a month has not made any extraordinary change in the appearance of the place but the cause assigned is asking too much for the lots in market etc. However we found Mr O Connor, Mr W W Ireland and others confident of a prosperous locality.

Upon our return we dropped in at the Kaministiquia Hotel, Messrs. [illegible]gell and Knappen proprietors. Here we found some excursionists. Quite a number of visitors to our shores the present season have sojourned for a time at the house and the landlord and landlady have won golden opinions. Among those there on Tuesday were Mr and Mrs Wild of Jersey City N.J. and Mr and Mrs S. M Thomas of Brooklyn Ontario.

Passing to the new store almost opposite we found Mr McLaren superintending the opening of a new stock of goods. We must say his dry goods, ready made clothing, boots and shoes, groceries, confectionaries, hardware etc looked fresh and were tastefully arranged in his new store recently painted and grained in Mr Tait's best style of the art.

(Sentinel April 12 1877)

TOWN PLOT AND VICINITY

Tuesday afternoon we handled the ribbons to Vigars' gay team and had a pleasant drive to the Town Plot, where we found visible signs of progress. Mr O'Connor of the Orillia House showed us around. He is busy building a new hotel on the corner of Railroad and Brown streets. We found men engaged completing the 900 feet deep of Messrs Oliver Davidson and Co. The depth of water about thirteen feet

Returning to Railroad Street farther upon our left were to be seen the comfortable dwellings of Messrs Finly and Conly and around a little to the right hand is a new building recently erected for Mr Ingalls Next is the Orillia House owned by Mr Ingalls and occupied at present by Mr Andrew O'Connor who keeps a comfortable hotel In the rear is a quantity of lumber for Ingall s new wharf Near by is the large new two story building of Messrs Meake Bros which is being finished upon the ground floor for a general store and upstairs adapted for a public hall In rear of Mr Alex Stevenson s building he has constructed a dock Along to the east are the comfortable residences of Messrs Ireland Worford etc

Along the railway track are huge piles of steel rails, ready to be removed when wanted A little to the northeast stand the store house and woodshed of the C P R and close by the Round House is progressing when completed it is to accommodate ten locomotives Further to the north are residences and boarding houses and Mrs Grenier's convenient buildings to be used for a grocery store and residence and the other as a Bowling Alley As we continued our journey down to the right is the government reserve while nearly opposite the mammoth building partially erected last year for a hotel is the Messrs Street Bros fine new store ornamental front nearly ready for occupation

Continuing homeward in the enclosure of the government, whereupon is erected the fine residence of S. Hazelwood Esq Chief Engineer P A Div C P R It is due to the truth to say that M H. devotes his time to the affairs of his responsible position and is withal popular with his employees and neighbors

Arriving at the end of the government reserve we found the McKellar Brothers busy finishing the new two hundred foot dock, for the consolidated line of Messrs Beatty and Windsor Company The depth of water 15 feet, and frontage of property 600 feet (purchased from McKellar Brothers where it is calculated that elevators for the handling of grain from Manitoba will be built. At present the eastern terminus of the C P R does not come within a mile of the dock, but the survey has been made along the river and it is calculated to continue the railroad to this steamboat company s property

A short distance further brings us to the Ingalls and Knappen dock which has been recently enlarged and these enterprising gentlemen have on hand several hundred cords of wood The Kaministiquia House Messrs I & K proprietors gained golden opinions last season, has done a fair business all winter and with increased advantages is bound to bid defiance to any rival in the district. We next pass the store of Mr McLaren and found him as gay as a peach blossom having implicit confidence in the great future of the upriver enterprises notwithstanding the occasional bite of the Thunder Bay Sentinel at "that bar" and the narrow stream Well we admire pluck and would not wish to rob our friends of a particle of their devotion to the beautiful Kaministiquia

"That scarcely seems to stray
Yet glides like happiness away"

(Starting when covered with ice as at present and in a very dangerous condition)

We did not cross to Messrs. Oliver and Davidson s Mill but learned that the hum of industry is to be heard, fitting up the mill, door and sash factory overhauling the Jennie Oliver etc We learned that a good business had been done in the past winter in the sale of lumber and a superior quality of logs has been ensured to run the mill when the weather permits.

The sun had disappeared behind the western hills the shades of night were fast approaching and as the roads were a little heavy we had no opportunity to pay even a flying visit to Fort William However we understand that the worthy governor keeps his argus eyes around and that everything moves forward—quietly as it is one of the Hudson Bay Company's peculiar traits to keep their own councils

(Daily Sentinel, Feb. 15, 1888)

Judging from the trouble our neighbors at "Fort William Town Plot" are experiencing in naming their ambitious burg, there is something in a name after all. With a post office originally christened Fort William, the building of the North Shore line of the C. P. R. and the large elevator near the old fort, came the establishment of a post office near the latter place, and somehow or other the people to be accommodated succeeded in replacing the name "Fort William," rendering it necessary for those of the "Plot," as it was familiarly known, to select another name for their office. Neebing was chosen and after a while the department recognized and adopted the cognomen. But that did not satisfy some of the residents of the future Chicago of the Dominion, and again there was a christening, "Fort William West" being selected. Another year has rolled around and at the request of the C. P. R. officials, who state they wish to avoid confusion, there is to be another change, a transposition of words, making the new official stand read West Fort William. This last christening may avoid confusion among the C. P. R. employees, but to the outsider it must be productive of great uncertainty as to how to address letters in correspondence, as it will take time to become accustomed to the change. Again it may mean that Fort William is to be the town on the Kaministiquia, and West Fort William is to become little more than a way station, as the company is making all the improvements at Fort William.

The Sentinel is thus particular in giving to the world the trials of a postmaster and the various changes to his office: Fort William alias Neebing alias Fort William West, alias West Fort William, so that confusion may be less confounded.

(Weekly Sentinel, July 19, 1886)

LOCAL CHURCH HISTORY

OLIVER.—The first step towards establishing the church in this township was the purchase of land on the 4th line on which was subsequently erected St. James Church. This was in 1886. In July of the same year a block of six acres was purchased from John Baxendale as a site for a parsonage and grounds. The purchase money amounted to $60.00, of which $40.00 were received from Mr. and Mrs. G. T. Marks of Port Arthur. The Rev. M. C. Kirby, lately in Fort William, is the present missionary in Oliver, and he will take immediate steps, with the Bishop's sanction, to erect a parsonage.

WEST FORT WILLIAM.—In August 1886 an acre of land was secured in this place for a church. It is on the north side of Victor Street and consists of lots 38 and 40. One half of the latter was a free gift from Mr. Davidson and others were purchased from Mr. Murray. Work is under the charge of Rev. E. J. Harper.

Memories of Fort William

By J McKAY HUNT

The road from Prince Arthur's Landing now Port Arthur was built by two gangs of men one under the late James Conmee M P and one under Thomas Woodside senior the father of the various Woodsides of Port Arthur The route was the same as now followed from South Cumberland Street Port Arthur along Bay to Algoma and along to and on lower Simpson thence along what is now McTavish to the Kam river thence along near the river to 'D' elevator on to Gore street to the present intersection at Brown Street (I have not the date of the road-going but I think that it was 1874.)

In 1884 the municipality of Neebing was formed including the territory now Fort William The C P R seeing it needed the water front along the Kam river bargained with the Neebing Council to have cut the forest and grade what is now Simpson street to Victoria avenue thence along Victoria to Syndicate and so to 'D' elevator and paid the municipality three thousand dollars in return for closing the river bank road from McTavish to 'D' elevator During this time James Conmee had a shingle mill in the village of Meaford With the burning of this mill he lost everything he had and it is said that he remarked "I have nothing to lose now so I am going to make some money" He did it splendidly I always felt his remark was a good one, and might well be adopted by anyone

With reference to the municipal organization in the area adjacent to the Twin Cities the first municipality was Shuniah and it was composed of the townships of McIntyre McGregor and Welcome Islands and Pie Island The townships of Neebing Paipoonge Blake Crooks and Pardee, also Neebing Additional, some times called McKellar ward of Neebing township with Islands 1 and 2 thrown in for good measure Surely some township municipality reaching twenty miles or more northeast of Port Arthur to eight or ten miles west of the Pigeon River bridge on the Duluth Highway The reason for this large municipality was that there was a village sprung up on the shore at Thunder Bay immediately after the landing of General Wolseley and his Red River expedition in the fall of 1869 A few years later the Federal government decided to build a rail and water route to Selkirk on the Red River Work on this started just opposite where the Queen's Hotel at Westfort now stands and practically all money spent locally was spent at Westfort. Thomas Marks was the moving spirit in getting a ferry boat to run between Port Arthur and West Fort in summer and teams with sleighs with robes and blankets for winter to give the railroad construction men a chance to get a better sample of whisky and other commodities than Westfort handled. This did not fill the bill as the men were very dry when they got off at Westfort and by the time they had a few drinks of Westfort Redeye Port Arthur was usually forgotten Our friend Thomas Marks gathered G O t Clavet L U [illegible] W C Dobie, and a few others and laid before them a plan to ask the federal government to extend the railroad from Westfort to Prince Arthur's Landing Mr Marks was deputed to go to Ottawa on this mission It failed Shortly after his arrival home Mr Marks fertile brain worked up another plan namely We will offer to grade the road bed and get ties thereon if the government would iron and operate it His friends sent him back to Ottawa with this plan and it succeeded as the government thought that if these people are so enthusiastic as to spend a large sum of their own money they ought to be helped. The road bed began at Brown street, following the present roadbed of the C N R. into Port Arthur within a few feet of Arthur street. But alas where are the monies to come from We have no municipal organization The provin cial government were selling the lands of Weigandeville Sills farm, etc., for 25 cents per acre so it was necessary to take in an enormous area to sell bonds for $70,000.00 to grade and put ties on this seven miles of road. Hence the territory included in the original municipality of Shuniah. They tried to take in Oliver township also, but even at that early date there were some wise acres in Oliver such as Owen Dinose and his sons and a very few others who declined to be drawn into the net and to avoid it. Oliver applied for municipal organization by itself in 73 or 74. In 1882 I was coming from Montana. I was leaving Port Arthur on the Steamship Campana, Capt John McNabb. Port Arthur had no way of finding when the train would arrive so we sailed and getting out perhaps seven miles saw the train pulling in. The captain turned back and docked and received a considerable number of passengers. I remember some women and children whom I had known at Owen Sound and I also recall a few of the Port Arthur people on that trip. There were John Sills senior, James Conmee, William Clarke druggist, all since dead.

The debentures spoken of were divided at the divisions of the original municipality of Shuniah. In the session of parliament early in 1884 Port Arthur was carved out of McIntyre and became an incorporated town with Thomas Marks as its first mayor. Their first meeting was in May 1884. At the time of the incorporation of Port Arthur Neebing municipality became incorporated containing the Townships of Neebing, Neebing Additional, Paipoonge, Blake, Crooks, and Pardee while Shuniah had the remainder of McIntyre, McGregor, the Pie and Welcome Islands. In 1893 Fort William became incorporated as a town with the late John McKellar as mayor.

The first C. P. R. boat arrived about May 12, 1884. This was the Algoma with Captain Moore in command. During this summer the Alberta had two serious collisions and went to Detroit drydock. The Magnet took the place of the Alberta while away the first trip, with Capt Peter McNabb in charge; the second trip the steamer Spartan took the place of the Alberta with Captain Alexander McLeod in command. These boats, the Magnet and Spartan were side wheelers and wood burners and had to go to John McLaurin's dock for wood. The Spartan on her last trip down the river ran surprisingly fast. The late Archie McKellar was standing at the gate of the McKellar home near the river and seeing the Spartan remaining at one spot he hurried down when lo, and behold the Spartan was hard on about where the lower end of the Cold Storage Plant of Gordon Ironside & Fares stands. Just as Mr McKellar arrived a prominent citizen from Port Arthur who seldom came to Fort William arrived and said to Capt McLeod. You did it pretty well. It was alleged that the captain had been influenced by some Port Arthur people to run the boat aground to convince the C. P. R. and the government that it was useless to make the river a reasonable harbor.

At the time of this so-called Spartan accident I was the C P R policeman and was shortly aboard the Spartan, which was pulled off by the C P R laying nearly a mile of track and getting three locomotives hitched together out to the anchor chain of the Spartan while the Steamer Ocean and Tug Sally Jack were also pulling on her and not a move did they get until all load at the front of the Spartan had been transferred to the stern. "It surely was done well."

Port Arthur History

As Culled from Early Numbers of the [illegible]

(Sentinel Oct. 5, 1876.)

HISTORICAL

One of those pleasant occasions that cause the Social Hour to revive pleasant memories came off at Mr Moffatt's residence recently when a number of our principal business men came together. The entertainment was unexceptionable and after dinner toast and sentiment ruled a brief period. The reminiscences of Mr Moffat and Mr Dawson were very entertaining. The former said on rising at the head of the table:

Perhaps a few remarks from one who claims to be a pioneer may be of interest while referring to the opening up of this once distant section of our beloved Dominion, now distant no longer, and the first link that unites the rich and beautiful Province of Ontario with the thriving valley of the Saskatchewan and eventually with the prized regions of British Columbia. These new provinces will in time be the homes of millions of our fellow citizens. It must be one and twenty years since the first mention was made of a railway that would unite the shores of the Atlantic with the Pacific, running through British territory. The scheme was considered so Utopian that it met with little favor from the public.

The best efforts of a few men of ability towards breaking down the barriers of a monopoly so long held by the Hudson Bay Company was so far successful that in 1857 our Chief Justice was sent to England by the Government of this country to consult with the Legal Advisers of the Imperial Government as to the legal points bearing on the question at issue. In this state of the case early in the spring of 1858 to aid the Government as well as the laudable ambition to extend the trade with the Great West that a deputation consisting of several leading merchants of Toronto waited on the Governor General to obtain the assent of the Government to the formation of a Company about being formed to open up the distant territory of Lake Superior and establish a Mail Route through to the Red River Settlement on the understanding that the Government would aid the project in the shape of a subsidy for the carrying of Her Majesty's mails.

The deputation was well received and the Government undertook to promote the project in the way suggested and giving it every encouragement which so national and praiseworthy an undertaking deserved. A company known as the Rescue company was organized and one of them, the speaker, was elected and still continues to be president, for although hardly used in a variety of ways that Company still exists.

An exploring party under experienced guidance was soon sent to Lake Superior and after much and anxious consideration the PRESENT SITE OF PRINCE ARTHUR'S LANDING was pitched upon as the most desirable location for landing; a clearing of some thirty to forty acres was made, a wharf built for landing stores, a large warehouse with cottages for the explorers was erected and a waggon road towards Dog Lake was started. All was done that could be expected under the difficulties experienced in that early time and the mails were carried with a regularity not surpassed even in these days of railways and steamboats. In the spring of 1862 just as orders were being given for a fleet of ships of light draft of water suitable for navigation of the shallow lakes and rivers west of Dog Lake the government transferred the mail subsidy to another company and this without any notice whatever or any cause of complaint. It was known that the government of the day was far from strong and it was felt so violent a breach of good faith must be owing to the exigencies of party which required the aid of votes to maintain its position. The company had spent largely with the full knowledge of the government whose leader more than once told the President to go on and the company would never loose a copper with it. They had to sell their steamer the Rescue at a great sacrifice. In the summer the bush fires burnt down their buildings and left scarcely a trace of waggon road and in time the ice carried away their pier. Some time afterwards a settlement of accounts was arrived at by a subsequent government when a large balance was admitted to be due the Rescue and which would be a charge on the right of way to be paid for by any company that would succeed it. Matters remained in this state until public opinion compelled the government to take action when in 1868 our present worthy member in the Ontario legislature was selected to take charge of the road taking and after whom the route is now called. He selected the same location for his base thereby confirming the judgment of the Rescue Company and all who will take the trouble to look at the position of Prince Arthur on the map will admit that it must ultimately be a large commercial centre and the depot of the vast mineral wealth of the Lake Superior region. The site of Prince Arthur for a city cannot be equalled in the Dominion. Its gradual rise from the water, its natural terraces from which you have the view of the noble bay and magnificent mountains cannot be surpassed.

(Daily Sentinel, Jan 1st 1889.)

PORT ARTHUR

This important town was first called "The Station". In 1870 when General Wolseley came up the lakes with troops on his way to Manitoba in the Chicora Capt McLean. On board also were Mr Tom Marks the extensive merchant of Port Arthur and Mr William Murdoch who with his staff were about to define the line of the present C P R. Passengers and goods were then lightered ashore there being no docks. Upon leaving the steamer General Wolseley asked Mr Marks the name of the place and on being told said "We will call it Prince Arthur's Landing." The name took readily among the 200 inhabitants, and held till 1874 when the municipality of Shuniah was created and officially fixed the name which so remained till 1883. Then the C P R being under way the name was changed by their wish to Port Arthur supposed to be partly as a compliment to Prince Arthur and as a companion to Port Moody the Pacific terminus. The name of the post office was also changed and in May 1884 when the town was incorporated the name was finally and formally adopted.

(Port Arthur Sentinel Mar 20 1888)

PORT ARTHUR'S PROGRESS

In 1856, Robert McVicar, crown lands agent, the first white settler built the first house near the present corner of Arthur and Cumberland then covered with heavy timber.

First trading post was founded by Messrs. Marks Bros.

Town was surveyed in 1872, original town containing only 534 acres.

1881 population 1000, doubled in 1882. Business houses numbered 80.

In May 1883 the C P R changed the name to Port Arthur. In that year the port returns gave 858 vessels, upwards of half a million tons with 293 thousand tons freight.

1886 local exports amounted to over $817,000 in fish, fur, silver and gold ore concentrates, building stone etc.

Some Early History of Thunder Bay and District

By A. J. McCOMBER

The history of Canada teems with stories of adventure and romance. Twenty wars and rebellions in its short life provide ample material for a chapter that ranks second to none in the story of the nations. How Canada came to be opened up to civilization, what the motives were which impelled first the French and then the English to spend their blood and treasure in battling for it, what lure drew the brave explorers ever farther westward provide a fascinating study for those who love to read a stirring tale of adventure and courage.

We who reside at the head of Lake Superior are prone to imagine that this locality played no part in this splendid drama and that our local history dates back but a few years. Never was there a more mistaken idea. True, that history is not old compared with that of the nations of the Old World, but yet it is not a story of yesterday. For years the head of Lake Superior was the gateway through which streamed the discoverer, the missionary, the adventurer and the trader, each seeking in his own way and for his own purpose the great and mysterious Northwest.

When I say that our local history is not old I refer to what I might call the history of the French and English regimes. But long before these, and long even before Columbus sailed on his voyage of discovery, the Lake Superior region had been the dwelling place of a people of whom we know little indeed but whose claims to a certain amount of civilization cannot be denied. We only know that they existed because they have left records of their existence behind them—not written records it is true—but records nevertheless which have lasted even to our own days. The Mound Builders, as far as we know, were the first inhabitants of these shores, and some scientists have declared that at least a thousand years have elapsed since they first visited Lake Superior. Even the Indians have no record of their existence. They left their mounds in the country south of the Great Lakes and even along Rainy River as mute testimonials of a lost race.

These people knew the use of metals and the art of tempering copper, and their workings have been found on Isle Royale, that part of the United States which on a clear day you can see from the shores of Thunder Bay. There, generations before the civilization of Europe knew that there was such a place as the American Continent, they labored, extracting copper from the earth and fashioning it into rude weapons, and there they left their tools when for some mysterious reason they disappeared from the face of the earth. Whether they carried off by some epidemic, whether they were slaughtered by some more vigorous people we know not, but we do know that they once inhabited this region, that they labored and disappeared.

The history of which I wish to speak, however, is the more modern history of this locality. How did it come about that Fort William was selected as a trading post? who was the first white man to look upon Kakabeka Falls? what name did the Kaministiquia River bear besides the one we know so well? These, and similar questions, should be of interest to us, not only because we live here but because the answers to these questions are an indication as in the case of other localities that [illegible] the trader and the Indian of the past, in the uncanny way in which they seemed able to detect such things, saw that nature had at this point planned an advantageous spot where east and west could meet and do business. If we look at a map and note the towns and cities scattered throughout Canada and the United States, we are struck at once by the fact that in al most every instance where the discoverer and the trader selected a site for a fort or trading post, there a large and prosperous city has risen. Quebec, Montreal (the old Mont Royal) Detroit, Sault Ste Marie, Duluth, St. Paul, St. Louis are a few of the names which occur to one's mind at once. It is a happy augury therefore that the man who first established a post on the Kaministiquia River was one of those adventurous spirits who sought to divert the fur trade of the northwest to this spot and who was bold enough to enter into active competition with the Hudson's Bay Company, that hoary and venerable corporation, whose initials H. B. C. were sometimes said to mean "Here Before Christ."

The seventeenth century was a period of intense activity for those daring spirits who were bent upon exploring and opening up new lands of trade and commerce. The French and the English were equally zealous. On May 2nd, 1670 the Hudson's Bay Company was brought into existence, its full name being "The Governor and Company of Gentlemen Adventurers of England trading into Hudson's Bay." Its charter was issued by Charles II, and it may be of interest to quote some of its provisions. Charles II, being desirous to promote all endeavors tending to the public good of our people and to encourage the undertaking, granted to his "dear entirely beloved cousin Prince Rupert" and his associates "and their successors the sole trade and commerce of all those seas, straits, bays, rivers, lakes, creeks and sounds in whatsoever latitude they shall be, that lie within the entrance of the straits commonly called Hudson's straits, together with all the lands and territories upon the countries, coasts and confines of the seas, bays, rivers, creeks and sounds aforesaid that are not already actually possessed by or granted to any of our subjects or possessed by the subjects of any other Christian Prince or State and that the land be from henceforth reckoned and reputed as one of our plantations or colonies in America called Rupert's Land."

As far back as 1610-11 Hudson had made a voyage to Hudson's Bay giving England a title by virtue of discovery. Other voyages were those of Button in 1612-13, Bylot and Baffin in 1616, Foxe in 1631 and James in 1631-2. In 1668 Gillam erected Fort St. Charles (Rupert) for Prince Rupert and his associates. Fort Nelson was founded in 1682 by the Hudson's Bay Company and at the same time Radisson representing the French Compagnie du Nord established Fort Bourbon in the vicinity. In the spring following Radisson seized Fort Nelson but in 1684 having re-entered the service of the Hudson's Bay Company he retook it for the English.

It was about this time that Du Lhut, the founder of Fort William, appeared upon the scene. The Sieur Daniel Greysolon Du Lhut was born at St. Germain-en-Laye, in France, about 1640. He first served in the French Army, becoming a Lieutenant in 1657 and a gendarme of the King's Guards in 1664. He also took part in the campaign in Flanders and was present at the battle at Seneff in 1674. During that year he came to Canada whither he had been preceded by several members of his family, amongst them his cousins the Tantys. At first he settled in Montreal but in 1678 he left for the West accompanied by his brother La Tourette and six soldiers. In 1679 he took possession of the Sioux country in the name of the King of France and it was shortly after this that he established his main trading post at Fort William, that is about 243 years ago. This Fort he named Camanistigoyan.

Directed there no doubt by the Indians, we can imagine Du Lhut, eager to land after his perilous voyage around the north shore of Lake Superior slowly entering the mouth of the river. The scene which met his eyes then was far different from that which we gaze upon today. The shores were wooded down to the very margin of the water. No giant elevators, no monster vessels, no busy towns greeted his eyes. The silence of the unbroken forest brooded over all. Mount McKay looked down on him as it now looks down on us, a mighty sentinel that seemed to guard the secrets of the West. A beautiful river opened up before him, its gentle water lapping the sides of his canoe, but whence it came he knew not, perhaps from that wonderful Western Sea of which he had heard. Pulling his canoe up on shore he made ready to camp. His men cleared an open space, lit a fire and prepared their evening meal. The Indian guides were eagerly questioned as to what lay beyond and told wonderful stories of rivers, lakes and seas, Indian tribes and rich hunting grounds. At last tired with the labor of the day they sank to sleep little dreaming perhaps that they had that day written one more interesting chapter in the history of Canada. The next day they commenced the erection of a rude fort or post. No doubt they explored the surrounding country and we can imagine them finding their way to the top of Mount McKay and there looking over the sparkling waters of Thunder Bay being touched by some intimation of what the future held in store for this spot, the same feeling that inspired the poet Whittier when writing of his own great American Northwest, he said

I hear the tread of pioneers
Of nations yet to be
The first low wash of waves, where
soon
Shall roll a human sea.

The rudiments of empire here
Are plastic yet and warm
The chaos of a mighty world
Is rounding into form

Each rude and jostling fragment soon
Its fitting place shall find
The raw material of a state
Its muscle and its mind.

Du Lhut was not an ordinary man. Being a member of the King's Body Guards he was of noble birth. In Montreal as can be imagined his social position as a noble gave him certain advantages. But he was of the breed which is not satisfied with the calm of city life. The lure of the west was irresistible and he conceived the idea of opening up the trade of the Northwest and diverting the fur trade from Hudson's Bay and from the Hudson's Bay Company. The Hudson's Bay Company had been vigorously operating in the north, and was attracting trade from the southern and western routes. This trade was immensely valuable and engaged the attention of Governments as well as companies and individuals. The business of fur trading afforded an outlet for men who would not content themselves with peaceful pursuits at home.

Du Lhut had a brother Charles, the Sieur de la Tourette and this brother at Du Lhut's instance built a post in 1678 at the entrance to Lake Nepigon, then called Lake Alemipigon. Six years later he built Fort La Tourette at the mouth of the Ombabika at the north end of Lake Nepigon and the following year 1685 he built a third trading post Fort des Francais near the forks of the Kenogami and Albany Rivers. These forts proved to be successful ventures and drew much trade away from the Hudson's Bay Company.

Du Lhut's main trading post however was at Fort William at the mouth of the Kaministiquia River and from this base he explored the western country. He was the first Canadian to explore the west, and it was his privilege to save Father Hennepin from captivity when this famous Recollect missionary having become separated from La Salle's expedition was wandering about in the wilderness near St. Antoine. On account of his intrepidity Du Lhut had great influence over the savages who admired and feared him. He kept them loyal to France and pledged them to join the expeditions which were organized against the Iroquois in 1684 and 1687. In 1686 he laid the foundation of the post of Detroit, and in 1695 having been made a captain after twenty years of service was in command of Fort Frontenac now Kingston. Here in 1707 he was succeeded by Tonty his cousin. He died three years later in 1710 in Montreal and was buried in the Church of the Recollects.

Du Lhut was one of the most daring pioneer rangers (coureurs de bois) in Canada during the French regime. For thirty years he succeeded in keeping the country to the west of the Great Lakes under French control. Notwithstanding that he had every chance of becoming wealthy he died poor. His superiors testified to his having been a very upright man. Du Lhut wrote accounts of his travels (1676-1678) but unfortunately they have been lost. However there is a plan in existence that he designed for a chain of posts to be erected for the purpose of keeping the lake route clear of savages and thus facilitating communication between Canada and the western and southern parts of the continent (1683-95). This plan was afterwards published. In the library of Congress at Washington may also be found extracts from his account of Detroit.

Although the City of Duluth at the extreme southwest end of Lake Superior has been named after this hardy pioneer that honor would seem to have been better deserved by either Fort William or Detroit. However the time for that is past. But if the City of Fort William ever undertakes the task—as it no doubt will some day—of raising monuments to those of her sons and daughters who are worthy of that recognition let not Du Lhut be forgotten. To him belongs the honor of having with far-sighted vision, chosen as a trading centre the spot where now the commerce of the east meets that of the west, and the citizens of that city will have no cause to blush at either the courage or honor of the man who turned the first sod within its limits, and who may truly be said to be its founder.

Du Lhut's trading post however did not last long but in 1688 Jacques de Noyon ascended the Kaministiquia River on a search for the western sea. He paddled up the Kaministiquia and its connecting waterways to Rainy Lake and in the diary which he left, he describes how after going ten leagues up the river he came to the first portage the spot we now know as Kakabeka Falls. We do not know what feelings were his as he gazed on this beautiful waterfall the first white man so far as we know to view them but no doubt he appreciated their beauty as it has been appreciated year after year by visitors as well as by the residents of this district. He continued up Dog River passed through Dog Lake continued on through Lac des Mille Lacs down the Seine River and finally came to Rainy Lake and there he built a temporary post and wintered. Thus 235 years ago the river Kaministiquia was opened up to trade and commerce with the Northwest. It is hard to realize that this took place in the year that James II was driven from his throne by the English revolution giving way to his daughter Mary and his son-in-law William who henceforth reigned as William and Mary and that the great King Louis XIV was then King of France.

De Noyon's discoveries led the French Government to become interested and in 1717 one Robertel de la Noue was sent out to rebuild the trading post at the mouth of the Kaministiquia River. The Kaministiquia was first known as the river of the Assiniboines and then as Trois Rivieres no doubt from the fact that the two islands at its mouth separate its waters into three parts as they enter Lake Superior. Rainy Lake was then known as the Lake of the Crists or Cristinaux Lake. The Fort built by De Noyon was at the western end of this lake or on the banks of the Tacamimeuan or Ouchichiq River (Rainy River). The only known account of De Noyon's journey through Rainy River is contained in a memoir by the Intendant Begon dated 12th November 1761 and from this we learn that the spring following the founding of this fort the explorer with a party of Indians descended Rainy River to the Lake of the Woods. Begon's description leaves no doubt as to the identity of the stream. "About two leagues after entering the river" he says "there is a fall, where a small portage is required and there are also two other small falls where portages also require to be made, and then we come to Lac des Bois otherwise called Assiniboiles." The first fall mentioned is that which breaks the stream between Fort Frances and International Falls, the other two are Manitou Rapids and the Long Sault. At the end of the Lake of the Woods according to Indian report, there was a river emptying into the "Western Sea". The Mer de l'Ouest or Western Sea, had been the goal of French exploration from Canada almost from the founding of the colony. As the tide of discovery rolled westward, the elusive Western Sea receded before it. Obviously the great body of water which the Indians described to de Noyon, and which Begon calls the Western Sea, was what we know today as Lake Winnipeg. At a later date this Western Sea was sought for far to the west and southwest across the great plains and over the Rocky Mountains, and it remained for Alexander Mackenzie to finally prove what a vast continent lay between the St. Lawrence and the true Western Sea.

No further attempts at western discovery appear to have been made until the year 1731 when Pierre Gaultier de la Verendrye began the long series of explorations to which he was to devote the remainder of his life. He set out from Montreal on June 8th of that year with his three sons Jean Baptiste, Pierre and Francois, his nephew La Jemeraye and a party of soldiers and voyageurs about 50 in all. They reached the western end of Lake Superior towards the end of August. Unlike De Noyon and La Noue, La Verendrye had decided to follow a new route to the west, by way of Pigeon River, what was later known as the Grand Portage route. Because of trouble with his men he sent his nephew ahead with a small party while he with the remainder wintered at the Kaministiquia. La Jemeraye got through to Rainy Lake and built a post which he named Fort St. Pierre, in honor of the leader of the expedition, on Rainy River near the place where it leaves the lake of the same name. The Fort stood on what is now known as Pither's Point. On June 8th 1732 La Verendrye with his men set out for Fort St. Pierre taking over a month to traverse the intricate chain of small streams and lakes with their numerous portages connecting Lake Superior and Rainy Lake. After a short rest at the Fort the entire party escorted by 50 canoes of Indians descended Rainy River to the Lake of the Woods, crossed the lake to what was for many years later known as the North West Angle Inlet, and built Fort St. Charles on its southern side. This was the first trading establishment, in fact the first habitation of white men ever built on the shores of the Lake of the Woods. We need not enter into any further details of La Verendrye's travels although they form a fascinating story. Suffice it to say that on June 8th 1736 La Verendrye's eldest son and 19 Frenchmen, set out for Fort Michilimackinac to get provisions for the famished members of the expedition. But on an island some 21 miles away the whole party was murdered by a band of Sioux who had been led to believe that the French favored their traditional enemies the Crees. The island situate in the Lake of the Woods, has ever since borne the sinister name of Massacre Island. Some years ago the authorities of St. Boniface College organized an expedition to discover the exact site of Fort St. Charles and after much searching found it together with the bones of young La Verendrye and his companion Father Aulneau. The remains were removed to the College and a pamphlet, describing the work of the expedition was published which is well worth perusing.

The route to the west by way of Grand Portage has been mentioned. Four main canoe routes were recognized between Lake Superior and Lake Winnipeg, three of which led through Rainy Lake, Rainy River and the Lake of the Woods and these three were in more general use during the period of exploration and the fur trade. The route first discovered was that by way of the Kaministiquia River. After 1717 that route was abandoned in favor of that by way of Grand Portage until the former was rediscovered by Roderick Mackenzie of the North West Company in 1798. The first mention of the Grand Portage route is contained in a letter by an officer named Pachot, who referring to a proposed trading establishment on Rainy Lake says "The best route to go to the proposed establishment would be by a small river named the Nantekaagane (or Nantekougane) which is about seven leagues from Kaministigoya." The small river referred to was that now known as the Pigeon River and the route was the afterwards famous Grand Portage Route. La Jemeraye, nephew of La Verendrye was the first white man to paddle from Lake Superior to Rainy Lake by way of Grand Portage. La Verendrye does not say in his journals why he adopted this route but probably he had learned from the Indians that it possessed some advantages over the Kaministiquia. In any event he and his men used it altogether during the many years that he was on gaged in exploring the great western country, the same route was followed by other French explorers and traders down to the close of the period of French rule in Canada, and it was adopted by the British fur traders as their principal thoroughfare until difficulties in connection with the international boundary drove the officers of the North West Company to search for other routes more to the north.

The history of the re-opening of the Kaministiquia route, originally discovered by De Noyon, is somewhat curious. Towards the end of the eighteenth century, it having been found that Grand Portage, up to this time the principal establishment of the North West Company, was on American territory, a determined effort was made to discover another route farther north. Edouard Umfreville was sent to explore the country west of Lake Nepigon in 1784 and actually found a practicable route which will be referred to presently. In 1798, however, Roderick Mackenzie, returning to Grand Portage from the west, accidentally learned from a party of Indians of a water communication running from Lake La Croix to the mouth of the Kaministiquia. He followed it to Lake Superior and as a result the North West Company moved its establishment from Grand Portage to the mouth of Kaministiquia, where Fort William (the old Fort Camanistigoyan) was rebuilt sometime between 1801-5. Up to the time of Mackenzie's discovery or rediscovery of the Kaministiquia route, it seems to have been unknown to the North West Company.

The third route from Lake Superior to Rainy Lake or Rainy River was by way of the St. Louis river. It is not known definitely when this route was first discovered or used, but in an unpublished memorandum by David Thompson, for many years astronomer and surveyor of the North West Company and later astronomer and surveyor under the sixth and seventh articles of the treaty of Ghent, he indicates that the route by way of the St. Louis river, Vermilion river and Lake Namakan was a thoroughfare of the fur traders before 1783.

These three routes, by way of the Kaministiquia, Grand Portage and the St. Louis River led to Rainy Lake and the Lake of the Woods. The fourth route was farther to the north and did not touch Rainy Lake or the Lake of the Woods. It ran from Lake Superior up the Nepigon River to the lake of the same name, then westward by various rivers and lakes to English river and down that stream to the Winnipeg river. It was discovered by Umfreville in 1784 and although a practicable route was never much used by the fur traders.

Here let me pause for a moment to call attention to the wonderful daring and ingenuity of the men who travelled thousands of miles in birch bark canoes and over long and hard portages. They thought nothing apparently of leaving their homes for months and even years, to make these journeys. We who travel today in palatial steam vessels, beautiful parlor cars and comfortable automobiles would well hesitate at making even a single voyage involving the hardships which travelling at that time did. It may be of interest to give some description of the canoes used in those days, and how they navigated the intricate water courses. Peter Grant, of the North West Company, in his account of the Saulteaux Indians and the fur trade in the Lake of the Woods region gives the following description. He says:

"The North West Company's canoes, manned with five men, carry about 3,000 lbs. They seldom draw more than 18 inches of water and go, generally, at the rate of 6 miles an hour in calm weather. When arrived at a portage, the bowman instantly jumps in the water to prevent the canoe from touching the bottom, while the others tie their slings to the packages in the canoe and swing them on their backs to carry over the portage. The bowman and steersman carry their canoe, a duty from which the middlemen are exempt. The whole is conducted with astonishing expedition, a necessary consequence of the enthusiasm which always attends their long and perilous voyages.

It is pleasing to see them, when the weather is calm and serene, paddling in their canoes singing in chorus their simple melodious strains and keeping exact time with their paddles which effectually beguiles their labors When they arrive at a rapid, the guide or foreman's business is to explore the waters previous to their running down with their canoes and according to the height of water they either lighten the canoe and carry overland, or run down the whole load

It would be astonishing to an European observer to witness the dexterity with which they manage their canoes in these dangerous rapids carrying them down like lightning on the surface of the water The bowman supported by the steersman dexterously avoids the stones and shoals which might touch the canoe and dash it to pieces to the almost certain destruction of all on board. It often baffles their skill when the water is very high to avoid plunging in foaming swells on the very brink of the most tremendous precipices yet these bold adventurers rather run this risk for the sake of expedition than lose a few hours by transporting the cargo overland

When they are obliged to stem the current in strong rapids they haul up the canoe with a line all hands pulling along shore and sometimes wading through the water up to their middle except one man who remains in the stern of the canoe, in order to keep it in the proper channel This part of their duty is always accompanied with much labor When the wind favors, they always carry sail and in a fresh gale will generally go 8 or 9 miles an hour

John Johnston in his "Account of Lake Superior" describes the method of making a portage He says

"Carrying the canoes, goods and provisions (across a portage) is done by means of leather straps or thongs the middle of which is broad and fitted to the forehead of the carrier The first bale or piece is tied so as to lie a little above the reins, the second is lifted over the head and deposited, without tying on the first, and thus loaded the engages as they are called trot off to the place chosen for a deposit, which they call a pose, and which in large portages are from 2 to 2 miles apart. This they repeat till the whole is transported they then set off for the canoe which they carry on their shoulders They so go on till night, only stopping once for their meal and once or twice to lighting their pipes The packs are from 90 to 120 lbs weight and he is not looked upon as a man who cannot carry two there are many who even take three and outrun their fellows This is the mode of carrying all over the Northwest

Reference has been made to the fact that the Grand Portage route was abandoned by the North West Fur Company when it was found that Grand Portage had become American territory The story of how the international boundary between Canada and the United States between here and the Lake of the Woods was fixed may be of some interest On November 30th 1782 Richard Oswald on the part of Great Britain and John Adams Benjamin Franklin John Jay and Henry Lawrens on behalf of the United States signed at Paris the provisional treaty of peace between the United States and Great Britain It acknowledged the independence of the United States Article II provided

That (in order that) all disputes which might arise in future on the subject of the boundaries of the said United States may be prevented it is hereby agreed and declared that the following are and shall be their boundaries viz from the north west angle of Nova Scotia thence through Lake Superior northward of the Isles Royale and Phillipeaux, to the Long Lake thence through the middle of the said Long Lake to the water communication between it and the Lake of the Woods to the said Lake of the Woods thence through the said Lake of the Woods to the most northwestern point thereof and from thence on a due west course to River Mississipi

On September 3rd 1783, David Hartley on the part of Great Britain and Adams, Franklin and Jay on the part of the United States, signed at Paris the definite treaty of peace This treaty is commonly known as the Treaty of Paris

Owing to the maps and other information available at the time of the drawing of the treaty being erroneous in many particulars this treaty instead of preventing disputes was exceedingly fruitful of them and several times brought the two nations to the verge of war. The result was that practically the whole boundary line was at various times the subject of treaties with the United States, and invariably Canada got the worst of it.

On December 24th 1814 Great Britain and the United States signed at Ghent the treaty that closed the war of 1812. The treaty provided for a determination of the boundary from the water communication between Lake Huron and Lake Superior to the most northwestern point of the Lake of the Woods. In 1822 surveyors were instructed to ascertain the position of "Long Lake" or if no lake of that name could be found to determine the chain of waters supposed to be referred to under that name. In October 1824 it seemed likely that Pigeon River and Rainy River would be adopted as the boundary line as no Long Lake had been found, but the British Commissioner ordered surveys of the route by way of the St Louis river and the United States Commissioner ordered the exploration of the Kaministiquia River.

The Commissioners were unable to reach an agreement as to the line from Isle Royale to the Lake of the Woods. Barclay the British Commissioner claimed that the line should run from Isle Royale southwesterly to the head of the lake thence by way of the St Louis and Vermilion Rivers to the Grand Portage canoe route, and thence by the latter to the Lake of the Woods. Porter the United States Commissioner contended that the line should follow the Kaministiquia canoe route to its junction with the Grand Portage route and thence by the latter to the Lake of the Woods.

The treaty of 1783 defined the boundary as before mentioned, as passing "northward of the Isles Royale and Phillipeaux, to the Long Lake thence through the middle of said Long Lake to the water communication between it and the Lake of the Woods etc." Barclay therefore contended

(1) That the St Louis River answered the description of Long Lake, as it contained a lake expansion at its mouth.

(2) That it was an ancient commercial route while the others were comparatively new.

(3) That the St Louis river was more navigable than the others.

(4) That on many old maps it was described as "The lake or St Louis river."

(5) That the boundary spoken of in the treaty was "through Lake Superior" and it was a fair deduction that it should run through to the end as otherwise it would not run "through Lake Superior."

Porter the United States Commissioner claimed

(1) That Dog Lake was "Long Lake."

(2) That it could never have been intended that the boundary as described in the treaty should form a great arc simply to take in so unimportant island as Isle Royale but that it had intended to run the boundary line straight to the mouth of the Kaministiquia river.

(3) That the Kaministiquia provided continuous water communication which was not the case with the other routes.

The matter continued unsettled on 11 July 1842 when Lord Ashburton wrote to Daniel Webster then Secretary of State for the United States, proposing that the line be taken from a point about six miles south of Pigeon River where the Grand Portage commences, and continued along the line of said portage to Rainy Lake the route to remain common to both parties. On the 27th of the same month Webster replied that he was willing to agree on a line following the Pigeon River or Grand Portage route to Rainy Lake, it being understood that all the water communications and portages should be free and open to the use of the subjects and citizens of both countries. Ashburton accepted these terms and they were incorporated in a treaty and the matter was thus finally settled.

Almost all the trouble involved in definitely fixing this portion of the international boundary line arose by reason of errors in the map used in the drawing up of the treaty. This map known as Mitchell's map showed a large stream emptying from Rainy Lake into Lake Superior and the negotiators naturally chose this stream as the most natural and convenient to form the boundary. But for this geographical error the boundary line would most certainly have been drawn to the head of Lake Superior then up the St. Louis River to its source and thence due west to the Mississippi River. As the treaty was actually drawn it provided an impossible boundary line if Pigeon River was intended as the line could not be carried through the Lake of the Woods and due west to the Mississippi River. The Mississippi River on Mitchell's map, appeared as having its source far to the north when as a matter of fact its source is due south of the Lake of the Woods.

The inclusion of Phillipeaux Island in the boundary description also caused much confusion. On Mitchell's map Isle Royale was either indicated twice, once under its own name and again under the name of Isle Phillipeaux or else Isle Royale was indicated under its own name and Pie Island was indicated as Isle Phillipeaux. There was a similar duplication of Michipicoten Island which appeared as Ile Maurepas and again as Pontchartrain Island.

Respecting the "Long Lake" shown on Mitchell's map there can be no doubt of its identity with the present Pigeon Bay. The large stream shown as flowing out of Rainy Lake was in reality Pigeon River, a comparatively small stream which as we now know does not flow out of Rainy Lake.

It is interesting though probably unprofitable to speculate as to what the consequences would have been had either the St. Louis River or the Kaministiquia been chosen as the boundary. In the latter case, we would have had the United States right at our doors. Mt. McKay and the Mission Terminals would have been in the State of Minnesota and the building of our Canadian railways in all British territory to the west would have been a much more complicated operation than it actually proved to be. On the other hand had the boundary line followed the St. Louis river Canada would have been the possessor of the famous and immensely wealthy iron ore deposits of the Mesaba range. In either case the history of this locality would have been entirely different. Mr. Mitchell, whoever he was, by preparing a map of a locality with which he was not familiar lost to Canada one of the richest mineral sections in America and helped to build up the City of Duluth in United States territory at our expense.

Reference has been made to the North West Company and a word as to the company may not be out of place. Whilst the Hudson's Bay Company was composed mostly of Englishmen or at any rate men living in England the North West Company was composed of men living in Montreal principally Scotchmen as is indicated by the numerous "Macs" mentioned in connection with its affairs. They were active competitors of the Hudson's Bay Company and it can well be imagined that with men of the type of those employed by the rival companies, competition would soon develop into active warfare. It is not my purpose to go into the history of this warfare. It is an interesting story and Fort William figured many times in the bitter fight. But to make a long story short Lord Selkirk having acquired a controlling interest in the Hudson's Bay Company attempted to found a colony where the present City of Winnipeg stands. His failure was about as complete as it could be and yet it is not too much to say that out of his efforts and struggles the present Northwest—so far as its agricultural potentialities are concerned had its beginning through him. His struggle with the North West Company is well known. Defeated at last he sailed home to die, and the two companies were amalgamated and the Hudson's Bay post was immediately moved from Point de Meuron to Fort William. Point de Meuron, which lies just above the west limit of Fort William, was so called after Col. de Meuron the leader of a Swiss regiment, brought out by Lord Selkirk which wintered at that spot. The change to Fort William took place in 1821 and thus 102 years ago Fort William again became the headquarters

of the great fur trade of the west.

It was about 1805 that the Fort at the mouth of the Kaministiquia river was rebuilt and named Fort William in honor of the Hon. William MacGillivray who died in 1825. It remained but a Fort, however, until the early seventies. In 1869 the Hudson's Bay Company was compelled, after long and strenuous negotiations, to sell out to the Canadian Government the whole of the great North West territory which it had governed for almost 200 years. It had on the whole governed well, but the time had come for a change, and the pressure could no longer be resisted. Thereafter the Canadian Pacific Railway was projected and built and the very modern history of the District commenced.

There are many other interesting events which had I the time could be detailed. The founding of the Indian Mission at Fort William in 1848, the landing of Lord Wolseley's expedition at Prince Arthur's Landing (now Port Arthur) and its toilsome and perilous trip up the Dawson Road and the Kaministiquia River to Fort Garry, the building of the Dawson Road, the surveying and building of the Canadian Pacific Railway, the commencement of the great Canadian National railway system which was really initiated by the building of the old Port Arthur Duluth and Western Railway, the great fight between Ontario and Manitoba to determine whether we should form part of Manitoba or part of Ontario, all these have their interest to one who is desirous of learning the history of the past and of understanding the present, but they are recent events well known to you all.

I have merely skimmed the surface of the history of this District. There is a wealth of material which can be drawn upon and some day, no doubt, some writer of ability able to clothe the story in fitting words will prepare a history recording these events, a story which will rival any of Parkman's works. These few fragments of history arouse most interesting speculations. This territory was once French. Wrested by England from France, a large part of it narrowly escaped becoming American territory. Had it remained French or had it become American the history of Canada and the history of each and every one of us, would have been entirely different. Had not Mitchell's map been defective our territory in all likelihood would have extended to the St. Louis River which separates Minnesota and Wisconsin, and the City of Duluth would have been on Canadian soil. But even as it is we have a wonderful land. Providence has wisely ordained that no part of the earth shall lack some human being who loves to call it his country. The Esquimaux in the north, the negro in the heart of Africa, the South Sea islander on his little island cling to their native land believing that it is the favored land above all others. But looking out over the troubled world of today we know that we have that favored land in Canada and we can deeply appreciate the feeling of the poet when he says:

There is a land, of every land the pride,
  Beloved by Heaven o'er all the world beside;
Where brighter suns dispense serener light,
  And milder moons emparadise the night;
A land of beauty, virtue, valor, truth,
  Time tutored age and love exalted youth;
Oh thou will find, where'er thy foot steps roam,
  That land thy country, and that spot thy home.

Pioneers of Paipoonge

Written by Mr [illegible] M Hun[illegible] [illegible] of his daughter Mrs Hanna, who read at the Women's Institute

As far as I have been able to gather the first pioneer in Paipoonge was Mr Pennock who built a very comfortable log house on Lot 8, Concession 2 in 1882. This house was burned by a grass fire. In 1883 a man whose name I have been unable to ascertain was located for lots 7, 8 and 9 concession 3 south of the river; lot 7 was at one time occupied by Fred Smith, a son in law of Mrs. Alex Crawford and at present is occupied by Mr Greata. Lots 8 and 9 are now owned by Campbell Hanna. The first locatee once undertook to find his location and brought an axe and grubber and shovel and began operations just west of what was known as the Smith bridge over the Slate River between concessions 2 and 3 and a few rods south of the road allowance. Realizing the futility of working on land which might not be his he returned to Fort William leaving his tools behind him. These were found about 1887 by James Simpson, the locatee of lots 16 and 17 concession 3. William Brock bought the rights to this property in 1887.

In May 1887 the family settled on what is at present my home. In the fall of 1887 the late James McGregor and Fred Gammond filed on their locations on Concession 5. In 1888 the late Henry Parsons located on what is now the Pettit and Bliss farms and James McGregor and Fred Gammond moved their families out to their locations. In 18[illegible] John McLaren and his son Angus built and resided on Lot 11 concession 5 where Mr McLaren lived for many years. During the first summer my father's family resided on the location there was not a resident in what is now known as the Slate River settlement; the only outside news was the arrival of my father on Saturday night having walked from the Beaver mine 8 miles distance after working six full days and a quarter of a day overtime in the evenings for four evenings a week. Bears were fairly numerous, prairie chickens were plentiful, wolves were then unknown, but arrived from the north about 1889 from where they followed the red deer which kept company with the moose for their mutual protection. For some years there were no roads and neighbors could meet only by travelling through the burned over logs and jump from one to the other across the sloughs.

I have heard my father tell of a visit of Mr Margach, Crown lands agent, accompanied by the late Alexander Crawford in 1888; another visitor was W H Piper who located Lot 18 Concession 1. Mr Kirby an English Church minister at West Fort William arrived and stayed to dinner and I cooked a dinner. The baker's bread was all gone and my father insisted he would not lose two days to go for bread and Mamie my eldest sister and he set sponge but something went wrong and the bread was the heaviest and had the hardest crust ever produced in the Slate River Settlement. It is only fair to say that Mamie was only ten years old and not posted on bread making. A few days later they went to Fort William for supplies with Buck and Bright and a two wheeled cart. The road then crossed Newton's creek, just west of the Slate River and crossed the Slate River on the south end of Concession 3, thence along the blind line and sometimes in Concession 4 about Lot 7. It made an S curve to the north going around the foot of two mountains, and finally arriving at Point De Meuron bridge. After crossing this we came to the Point De Meuron farm house, then occupied by the late Alexander Macdonald and his wife, who recently died in Fort William. These people were a blessing to the very early pioneers as a rest for man and beast with a lunch and a cup of tea for which many pioneers in Slate River were thankful.

In 1888 the late James Tonkin was sent to make trails for the settlers by the Neebing council from the Slate River west to Oakleys north to J. M. Hunt's and south by way of John McLaren's and James McGregor's toward Fred Gammond's. When I recall how the settlers, without roads had put their teams through what was almost bottomless sloughs and the perseverance displayed by almost all of the pioneers and then look at the road now on which the settler can reach Fort William in 30 or 40 minutes, in perfect comfort I am amazed and delighted. Those faithful pioneers are deserving of at least kindly remembrance. There are many who ought to be mentioned but must be left for some future occasion. I must not close though without mentioning a few of those who paved the way for the Slate River of today, chief of whom is the late Ephriam Oakley and his family, John McGugan and the late George King. Later came Thos. Miller senior and his family from Bruce County and the late Robert Hall and Dan McGregor while farther south and very much isolated Francis Zimmerman with a young family stayed with the job under very severe handicaps. I cannot place each and every settler according to date of settling etc. and possibly have missed some who ought to have been mentioned.

The winters of 1892 and 93 had very heavy snowfalls; a team crossed in safety the Kam River at the lower subway on May 1st with two thousand feet of lumber. The weather then turned warm and kept warm, the snow melted very fast, the water in the Kam river came up so quickly that the ice was lifted out without rotting. This formed a jamb of thousands of tons of ice against the Point De Meuron bridge. James McGregor started for town arriving at the bridge about 9 a.m. The bridge was lifted off all but the end piers and was hurled away down stream at the middle. It was impossible to cross. Mr. McGregor sat on the bank alone and witnessed a panorama which excels anything seen in the movies.

Alexander Lord Russell

By J. K. [illegible]

Among the most useful and least advertised of Canadian Pioneers and the Land Surveyors of the last generation and one of the most notable of them was the late A. L. Russell who died in Ottawa on June 11th 1922.

Mr Russell fell naturally into the profession being a son of the late Andrew Russell who was some 50 years in the service of the Government and latterly as Assistant Commissioner of Crown Lands. Naturally he was much in contact with the earlier surveyors and he strove to raise their standards of work and with such success that he was credited by them as being the father of astronomical surveying in Canada.

Lindsay Russell nephew of Andrew was a distinguished successor who had a great deal to do with the mapping of the Ottawa Valley and delimitation of timber limits etc. [illegible] the 60's he ran several exploratory lines north and west from Thunder Bay and was associated with Simon J. Dawson in the exploration and construction of the [illegible] route from Lake Superior to Fort Garry which was the forerunner of the Canadian Pacific Railway. Later in the '70's he conducted the trigonometrical survey over the prairie provinces to determine the principal meridians which governed the detached subdivision surveys and he afterwards became Surveyor General and still later Deputy Minister of Interior.

The subject of our sketch was born at Kingston in Nov. 1842, at which time it was the seat of government. He was educated at the High school in Quebec and early entered the Civil Service. As a consequence of the "Trent affair" and the difficulty with the United States, the Civil Service Rifle Corps was formed in 1861 and young Russell joined it at 19 and immediately distinguished himself as a rifle shot winning several first prizes. In 1866 during the Fenian Raid he was continuously on duty and passed 2nd class board of officers. A year later in 1867 he joined the Toronto Garrison Artillery and passed through the School of Gunnery and 1st class board of officers.

In 1869 he published a handbook of rifle shooting which was accepted as an authority in the art. In 1870 he accompanied Col. Wolseley to Fort Garry on the historic Red River military expedition and afterwards read an interesting paper on it before the Thunder Bay Historical Society. The expedition was unique as to transportation and commissariat arrangements and the Colonel was so impressed with the work of the Canadian "Voyageurs" that he incorporated a number of them in his subsequent expedition up the Nile in the futile effort to relieve Gordon in Khartoum. Later he accompanied Governor Archibald from Thunder Bay to Fort Frances on the way to Fort Garry as the first Governor of Manitoba. Archibald's canoe crew was commanded by the famous Iroquois guide Ignace Montour whom the writer also knew well and Russell mentions him appreciatively in his paper. A year or so later he was assistant leveller on one of the survey parties for the Canadian Pacific Railway under John Fleming and was one of those who rediscovered the forgotten Lake Nipigon. Incidentally he became intimate with some of the pioneer residents of this north country Sir Henry de la Ronde and Mr. Crawford of the H. B. C. in the Nipigon country, John Watt, a well known halfbreed voyageur, "Tchitat[illegible]" a Christian Indian of high character who had so perfect a sense of direction that he was credited with having a transit theodolite in his head. The Railway surveys of this date were very unsuccessful and unfortunate owing to the absolute inexperience of the engineers in charge in this class of work and several men were lost in bush fires while the results were quite misleading.

On April 16th 1873 he qualified as a Land Surveyor in Ontario and in the same year he was appointed one of two Canadian Surveyors as aids to the Royal Engineers in marking the boundary line the 49th parallel of latitude from the Lake of the Woods westerly and later he assisted his cousin Lindsay in the accurate triangulation survey for the determination of the principal meridians and base lines and it was at this period that he acquired that taste for precise work which was a hobby with him for the rest of his life. His work on these surveys was highly commended and mentioned in the reports of the Royal Engineers.

In 1876 he married in St John's Cathedral Winnipeg Aurora Caroline daughter of Henry Codd a gentleman farmer of Ottawa. Tiring of his incessant absence from home he shortly afterwards moved to Port Arthur where he had some property and started a general surveying business in partnership with the writer. He was a citizen of Port Arthur up to within two years of his death and besides subdividing a great deal of the present city he surveyed a number of mining claims Indian Reserves rights of way for the Canadian Pacific and Canadian Northern Railways etc. etc.

He was for a time a town councillor also school trustee. He was the originator of the Current River Park and water power development and an enthusiastic worker in every scheme for the welfare of the city and district.

His military instincts still showed and in 1886 he was appointed paymaster of the 96th Algoma Rifles from which he retired subsequently with the rank of captain. At this period he showed again his wonderful skill with the rifle making the possible 7 consecutive bulls eyes at 800 yards and winning the all comers military rifle match. In 1912 he was elected captain of the Lake Superior Imperial Veterans inspected and favorably commented on by the Duke of Connaught. In 1914 he joined the home guards and was placed in charge of Dominion registration of Thunder Bay and Rainy River districts.

In 1920 at the age of 72 years he won the Civil Service Rifle cup in Ottawa with the record score of 9 consecutive bulls eyes.

Russell still persisted in survey work and in 1926 he was commissioned by the Ontario Government to make a detailed survey of Lakes Shebandowan and Greenwater in the northwest of Port Arthur. Misfortune came upon him and Mrs Russell went through a very serious illness which finally ended fatally. He moved her on the advice of friends to Ottawa, intending to complete the draughting work in connection with this survey there. A few months before his death he met with a very serious street car accident from which he never recovered completely and he died as above recorded in his 80th year. Mrs Russell survived him by only two weeks. As executor for the little estate it fell to the writer's lot to complete the mapping of his last survey and he begs here to testify to the great courtesy shown him by the director of surveys and his staff.

Mr Russell is survived by three sisters—Mrs. J E Simpson of Ottawa Mrs Osborn Lambly of Belleville and Mrs Roy of Bryn Athyn Pennsylvania. Only one son was born to him early in his married life who died in infancy.

A L Russell was a professional man to his finger tips. He had a great love for and belief in this country and his chosen city of Port Arthur and while he could with his record during the latter years of the 19th century and his many influential Ottawa friends have undoubtedly secured and filled a good position in the Civil Service he steadfastly set his face against the change. He saw the great future development which was coming and believed he could profit by it.

Like many professional men he was an artist in temperament and he had a surpassing contempt and hatred for modern business methods and the trickery and chicanery so often involved and he was extremely outspoken in his denunciation of them. As a consequence he made many personal enemies. Although of Scotch descent he was absolutely devoid of thrift and his association with Royal Engineers and military men probably contributed to this characteristic. In private life he was delightful, hospitable, generous, and possessed of a great fund of anecdote and considerable humor as a raconteur. His private generosities were carried to a fault and were not always discriminating or wise. No former associate or veteran ever applied to Russell for help in vain and many of his $5 bills were spent on whiskey by the recipient instead of on the sick wife or child which was the ostensible excuse for the appeal.

Port Arthur showed gratitude for his public service. The papers published long complimentary articles and the secretaries of different clubs and organizations to which he belonged wrote letters of appreciation and sympathy. It is to be hoped that a city of 15,000 or more amongst whom he lived and worked for 40 years will eventually do something more than this and that in connection with the historic monuments to be erected one of which will be placed by Port Arthur, some more enduring memorial will commemorate his unselfish work as a pioneer. The present generation has been so busy making money out of Canada's resources that they have given little thought to those of former generations who made the resources accessible and available. In all Canada for instance I think there is no memorial to the Verendryes father and son who opened up a trade route from Lake Superior to the Saskatchewan and from the Red River to the Rocky Mountains, nor to Thompson who carried the work on through the mountains to the Western ocean. Both died in neglect and poverty and the passengers who ride today in luxury over the route they initiated have most of them never heard of Verendrye, and of Thompson only because a river bears his name. The very spirit which tempts a man into the wilderness and bids him prepare the way for the toiling and scheming generations which follow and carry on his work is a most unselfish spirit. It not less efficiently appears to cut him off from the sympathy and fellowship of his kind. Russell was of this class. He had vision without what is called today business capacity. With all respect for some of the great names of the day he was perhaps better without.

Russell inherited a fine constitution and while not a particularly strong man he was a good traveller and a fair woodsman. His physical specialty was his wonderful eyesight which made him not only famous as a rifle shot but also an exceptionally good instrument man. He seldom or never used a magnifying glass for vernier readings and his favorite instrument was a tiny transit theodolite which could be carried in his overcoat pocket. By repeating and reversing he did work with this little instrument such as I have never seen excelled with much larger instruments and withal he was quick as well as precise in the doing of his work. He was wont to use a sheet of foolscap and a miniature protractor and scale with 80 or 100 divisions to an inch. Precision and astronomical work was a hobby with him and with a better mathematical education he would have made an exceptionally good observer. His love for instruments and precision was an obsession and in our association I sometimes used to be obliged to call him down for devoting too much time to purely academic studies when more important issues were at stake. But his caution in his work did not extend to his care of himself and while I do not remember that he ever had a serious accident he suffered much hardship and privation which a little forethought would have prevented. I well remember one night when we travelled the length of Thunder Bay together with a dog train and arrived at Port Arthur in the morning in record time to the great astonishment of the mail carrier who had been held up by open water the day before. The ice we travelled on could not have been more than an inch or two in thickness but on this occasion at any rate our recklessness was successful if not good policy.

Russell died painlessly in his bed. He was a good and kind man. Requiescat in Pace.

For the Ontario Government Mr Russell made the following surveys:

Flying survey of waters West and South of Twps near Whitefish Lake—March 1880

Part Twp Conmee—May 1880

Lakes between Arrow Lake and Agnes Lake on Hunter's Island—Dec 1827

Certain lands North of Twps Ware, Gorham and MacGregor—June 1915

Traverse shore of Lower Shebandowan—Sept 1917

Traverse shore of Upper Shebandowan—June, 1919

For the Dominion Government Mr Russell made the following surveys

1827—South outlines Twps 11-5 5 7 and 8-Pr North outlines Twp. 5-1 Pr Twps 71 and 2-Pr

1873—Outlines and subdivisions

1874 Outlines and traverse part Lake of Woods

1875 76—Outline work

1877—Parts of 2nd meridian and 3rd meridian and outline work.

1878—Outline work West of 2nd meridian

1879—Outline work and exploring Carrot River district

1880—Outline work West of 2nd meridian

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The Thunder Bay Historical Society

Fifteenth Annual Report

PAPERS OF 1923-24

The Thunder Bay Historical Society

Fifteenth Annual Report

Papers of 1924

Thunder Bay Historical Society

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Honorary Patron and Patroness	Mr and Mrs N M W J Mackenzie
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Secretary-Treasurer	Miss M J L Black

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Mr. Alex McNaughton
Mrs G. A Graham
Major W J Hamilton
Mrs J M Sherk
Mr F C. Perry

AUDITORS

Mrs C W Jarvis and Miss Pamphylon
Auditors

JOHN KING—PRESIDENT OF THE HISTORICAL SOCIETY

Secretary-Treasurer's Report

MISS M J L BLACK

To the President and Members
Ladies and Gentlemen

I have the honor to present the following report as secretary of our society for the year 1923 24

We have a paid up membership of twenty all of whom attend the meetings most regularly

During the year there have been four meetings On Nov 15 we met at the home of Mr and Mrs John King when a paper by Mr J A McComber was read on Feb 15 we met in the library and had papers by Mr J Mackay Hunt April 15 we met at the home of Mr and Mrs C W Jarvis when was read a sketch of Mr A L Russell and excerpts from the early files of the newspapers on July 11 we were the guests of Mr and Mrs Peter McKellar when we met Mr L J Burpee

The society's activities have not been confined to the above meetings for through the efforts of the president Mr King the plot in which is the Hudson Bay memorial was put in good condition and the care of it handed over to the Parks Board Negotiations are also under way with the Canadian National Parks Commission for the erection of a memorial in the Heath Street Park to commemorate the turning of the Grank Trunk Pacific sod and the movement of the first grain

It is with great sorrow that we have to record the loss of three of our members Mrs Bernard Ross Major Hamilton and Mr Fred Fregean It was always a delight to talk to Mrs Ross and listen to her stories of early days in the west Mr Fregean was always an interested and active member while in Major Hamilton we lost one who had been on our executive since our organization

We have received a number of reports in exchange and also a set of valuable photographs of the early boats the latter being given by Captain McConnell

All of which is respectfully submitted

M J L BLACK
Secretary

* * *

Receipts

Oct 1 1923—	
Balance in Bank	$ 58 75
Government grant	100 00
Membership Fees—	
Miss C Merrick	1 00
Mr and Mrs John King	1 50
Mr and Mrs McKellar (2 yrs)	2 00
Capt McCannell	1 00
Mrs Sherk	1 00
Miss Erma von Bockstaele	1 00
Miss Rehm	1 00
Miss Black	1 00
F C Perry (2 years)	2 00
Mrs Mise and Mr Copp	3 00
A J McComber	1 00
Major and Mrs Hamilton (2 years)	3 00
Mrs F A Sibbald (2 years)	2 00
J J O Connor (2 years)	2 00
Miss Pamphylon (2 years)	2 00
Oct 1 1924—Total Receipts	$183 25

Disbursements

Canadian Historical Fee	$ 4 00
Printing	97.20
Minute Book	3 75
Wreath	5 00
	$109 95
Oct 1 1924—Bal in Bank	$ 73 30
	$183 25

Fort William in Early Days

As Recorded in the Prince Arthur's Landing Sentinel

The Sentinel Prince Arthur's Landing
Aug 3 1876

THE TOWN PLOT

On Wednesday we spent a few hours at the Town Plot and there noticed considerable change since our previous visit Quite a clearing has been made and we found a number of men busy on Lot 44 south of Gore street removing stumps to clear the ground for the Round House Mr Isbester the contractor has the shop erected and is all in readiness to go on with the work The material is to be stone taken from our Thunder Bay quarries the circumference is to be 600 feet having ten stalls height to be 16 feet with of course raised roof The smoke stacks are to be made of sheet iron by French and Kennedy of this place We should judge the whole work will be a substantial job particularly as full confidence is had in the parties having the work in hand The location is at the Town Plot terminus of the Prince Arthur and Kaministiquia Railroad

We found Mr John Sullivan in charge of a gang of men engaged in laying the iron for the track the distance already reached being about three miles Unless an engine soon arrives as expected the lorrie and horsepower will be found slow work as distance is gained Large quantities of the rails are piled up and more constantly arriving

The only hotel open at the Town Plot is the Orillia House by Mr O Connor who evidently is doing a good business while buildings for other purposes are talked about including one for a store by Messrs Street of this place, who think of opening a branch store However as far as we could learn the town lots are not going off like hot cakes owing to the prices that are being asked

Around the government dock where the propeller Lake Erie was unloading iron there appeared to be considerable stir The whole place has a business look Not the least attractive spot is Mr Walford's garden fully demonstrating what energy and proper attention can do It is evident that the soil is adapted to gardening purposes and by another season more interest will be shown in that direction

Passing homeward we found Mr Henderson's mammoth building converted into a boarding house and the First Hotel is closed having been purchased by the government to keep the reserve along the river Mr Hazelwood's fine house attracts the attention of all passers-by his family having recently arrived the premises are now occupied Mr H has been recently ill but his numerous friends will be pleased to learn that the climate etc has favorable influence and he is getting better

The Kaministiquia Hotel Messrs Ingalls and Knappin Proprietors east of the Town Plot, is doing a good summer business a number of tourists stopping there at present certainly the locality is a quiet retreat for a season and accommodations are satisfactory

Nearly opposite the hotel is the new store now being finished by the Messrs McKellar for Mr McLaren lately arrived from Ontonagon and who proposes opening at an early date Mr Tull is now painting the store in the highest style of the art

Accompanied by J L Baker of the Northern Railway Toronto Mr Manly of Toronto Collegiate Institute and Mr C Baker of University College Toronto who were up by the Francis Smith on a pleasure excursion and spent Wednesday along the river we were shown over the premises at Fort William by the worthy manager, John McIntyre Recently a division has taken place in the stock of goods, the clothing and light goods now occupying a store near the entrance to the old one to the left The large stone building, erected eighty five years ago, is used for storage purposes. The neatness, regularity and above all the immense stock of first class goods astonished even our Toronto friends. While viewing the curiosities we saw an old flint lock musket of Queen Bess make which would hardly answer for Black Hills service at present. The history of the early days of Fort William have historical events of interest that would be both amusing and instructive if properly placed before the public.

(Sentinel Sept. 7 1876.)

TOWN PLOT AND VICINITY

Tuesday afternoon we visited the Town Plot. A month had made some change, the government dock and other places in the vicinity presented large piles of railroad iron. The Asia was at the dock unloading. While there the train arrived and we noticed Mr H Ryan upon the cars. Immediately upon arrival a force of men were put to work to load up again four cars that the powerful engine moves up the steep grade with ease from the wharf. We understand that Messrs Purcell and Ryan have laid over 11 miles of tracks and keep daily progressing.

We found men busy unloading from the boat construction engine number 2, together with six platform cars. This engine like the one now in use is powerful and when once ready will be a great acquisition to the working of the road. Extending eastward from the dock, along the edge of the river for a few hundred yards the ground is preparing for the ties, in order to lay track for more wharfage accommodation. Certainly there is a great need for more dumping room.

The next object of interest we visited was the Round House. This is located a few hundred yards back from the front end at the terminus of the P. A. L. & K. railway. We found a number of masons and laborers at work. The foundation is nearly completed and when built there will be ten stalls for as many "iron horses." A large tank is being excavated and curbed in the round house for the supply of water to the engines. Some curious specimens of petrified wood have been taken out of the well as shown us by Mr Young in charge of the tank sinking. Mr Webster himself is absent but is ably represented by Mr Alex Fraser. Quite a large quantity of stone is upon the ground delivered by Mr McDougall who has his quarry at the foot of Thunder Bay.

Since our previous visit Mr Conley has erected a house on Brown Street and Mr Finty is putting up a dwelling and bakery in the rear. Mr A Stevenson was busy building a sidewalk along said street. It is true that a month has not made any extraordinary change in the appearance of the place but the cause assigned is asking too much for the lots in market etc. However we found Mr O Connor, Mr W W Ireland and others all confident of a prosperous locality.

Upon our return we dropped into the Kaministiquia Hotel, Messrs Ingell and Kueppen proprietors. Here we found some excursionists. Quite a number of visitors to our shores the present season have sojourned for a time at the house and the landlord and landlady have won golden opinions. Among those there on Tuesday were Mr and Mrs Wild of Jersey City N J and Mr and Mrs S M Thomas of Brooklyn Ontario.

Passing in the new store almost opposite we found Mr McLaren superintending the opening of a new stock of goods. We must say his dry goods, ready made clothing, boots and shoes, groceries, confectionaries, hardware, etc. looked fresh and were tastefully arranged in his new store recently painted and grained in Mr Tall's best style of the art.

(Sentinel April 12 1877.)

TOWN PLOT AND VICINITY

Tuesday afternoon we handled the ribbons to Vigars' gay team and had a pleasant drive to the Town Plot where we found visible signs of progress. Mr O Connor of the Orillia House showed us around. He is busy building a new hotel on the corner of Railroad and Brown streets. We found men engaged completing the 700 feet dock of Messrs Oliver Davidson and Co. The depth of water about thirteen feet.

Returning to Railroad Street corner upon our left were to be seen the comfortable dwellings of Messrs Finly and Conly and around a little to the right hand is a new building recently erected for Mr Ingalls. Next is the Orillia House owned by Mr Ingalls and occupied at present by Mr Andrew O'Connor who keeps a comfortable hotel. In the rear is a quantity of timber for Ingalls's new wharf. Near by is the large new two story building of Messrs Marks Bros., which is being finished upon the ground floor for a general store and upstairs adapted for a public hall. In rear of Mr Alex Stevenson's building, he has constructed a dock. Along to the east are the comfortable residences of Messrs Ireland, Werford etc.

Along the railway tracks are huge piles of steel rails ready to be removed when wanted. A little to the northeast stand the store house and woodshed of the C P R and close by the Round House is progressing when completed it is to accommodate ten locomotives. Further to the north are residences and boarding houses and Mrs Grenier's convenient buildings to be used for a grocery store and residence and the other as a Bowling Alley. As we continued our journey down to the right is the government reserve while nearly opposite the mammoth building partially erected last year for a hotel is the Messrs Street Bros. fine new store ornamental front nearly ready for occupation.

Continuing homeward is the enclosure of the government whereupon is erected the fine residence of S Hazelwood Esq. Chief Engineer P A Div C P R. It is due to the truth to say that M H devotes his time to the affairs of his responsible position and is withal popular with his employees and neighbors.

Arriving at the east of the government reserve we found the McKellar Brothers busy finishing the new two hundred foot dock for the consolidated line of Messrs Beatty and Windsor Company. The depth of water 15 feet and frontage of property 600 feet (purchased from McKellar Brothers) where it is calculated that elevators for the handling of grain from Manitoba will be built. At present the eastern terminus of the C P R does not come within a mile of the dock but the survey has been made along the river and it is calculated to continue the railroad to this steamboat company's property.

A short distance further brings to the Ingalls and Knappen dock which has been recently enlarged and these enterprising gentlemen have on hand several hundred cords of wood. The Kaministiquia House Messrs I & K proprietors gained golden opinions last season has done a fair business all winter and with increased advantages is bound to bid defiance to any rival in the district. We next pass the store of Mr McLaren and found him as gay as a peach blossom having implicit confidence in the great future of the upriver enterprises notwithstanding the occasional hits of the Thunder Bay Sentinel at "that bar" and the narrow stream. Well we admire pluck and would not wish to rob our friends of a particle of their devotion to the beautiful Kaministiquia

'That scarcely seems to stray
Yet glides like happiness away

(Barring when covered with ice as at present and in a very dangerous condition.)

We did not cross to Messrs Oliver and Davidson's Mill but learned that the hum of industry is to be heard fitting up the mill door and sash factory overhauling the Jennie Oliver etc. We learned that a good business had been done in the past winter in the sale of lumber and a superior quality of logs has been secured to run the mill when the weather permits.

The sun had disappeared behind the western hills the shades of night were fast approaching and as the roads were a little heavy we had no opportunity to pay even a flying visit to Fort William. However we understood that the worthy governor keeps his argus eyes around and that everything moves forward—quietly as it is one of the Hudson Bay Company's peculiar traits to keep their own councils.

(Daily Sentinel Feb 18 1888)

Judging from the trouble our neighbors of Fort William Town Plot are experiencing in naming their ambitious burg there is something in a name after all With a post office originally christened Fort William the building of the North Shore line of the C P R and the large elevator near the old fort came the establishment of a post office near the latter place and somehow or other the people to be accommodated succeeded in capturing the name "Fort William" rendering it necessary for those of the Plot as it was familiarly known to select another name for their office Neebing was chosen and after a while the department recognized and adopted the cognomen But that did not satisfy some of the residents of the future Chicago of the Dominion and again there was a christening "Fort William West" being selected Another year has rolled around and at the request of the C P R officials who state they wish to avoid confusion there is to be another change a transposition of words making the new official stand read West Fort William This last christening may avoid confusion among the C P R employees but to the outsider it must be productive of great uncertainty as to how to address letters to correspondents as it will take time to become accustomed to the change Again it may mean that Fort William is to be the town on the Kaministiquia and West Fort William is to become little more than a way station as the company is making all the improvements at Fort William

The Sentinel is thus particular in giving to the world the trials of a post master and the various aliases to his office Fort William alias Neebing alias Fort William West alias West Fort William so that confusion may be less confounded

(Weekly Sentinel, July 19, 1895)

LOCAL CHURCH HISTORY

OLIVER—The first step towards establishing the church in this township was the purchase of land on the 4th line on which was subsequently erected St James Church This was in 1886 In July of the same year a block of six acres was purchased from John Baxendale as a site for a parsonage and grounds The purchase money amounted to $60 00 of which $40 00 were received from Mr and Mrs G T Marks of Port Arthur The Rev W C Kirby lately in Fort William is the present missionary in Oliver and he will take immediate steps with the Bishop's sanction to erect a parsonage

WEST FORT WILLIAM—In August 1888 an acre of land was secured in this place for a church It is on the north side of Victor Street and consists of lots 38 and 40 One half of the latter was a free gift from Mr Davidson and others were purchased from Mr Harvey Work is under the charge of Rev E J Harper

Memories of Fort William

By J. McKAY HUNT

The road from Prince Arthurs Landing now Port Arthur was built by two gangs of men one under the late James Conmee M P and one under Thomas Woodside senior the father of the various Woodsides of Port Arthur The route was the same as now followed from South Cumberland Street, Port Arthur along Bay to Algoma and along to end on lower Simpson thence along what is now McTavish to the Kam river thence along near the river to D elevator on to Gore street to the present intersection of Brown Street. (I have not the date of the fore-going but I think that it was 1874)

In 1884 the municipality of Neebing was formed including the territory now Fort William The C P R seeing it needed the water front along the Kam river bargained with the Neebing Council to hew out the forest and grade what is now Simpson street to Victoria avenue thence along Victoria to Syndicate and on to D elevator and paid the municipality three thousand dollars in cash in return for closing the river bank road from McTavish to D elevator During this time James Conmee had a shingle mill in the village of Meaford With the burning of this mill he lost everything he had and it is said that he remarked I have nothing to lose now so I am going to make some money He did it splendidly I always felt his remark was a good one, and might well be adopted by anyone

With reference to the municipal organization in the area adjacent to the Twin Cities, the first municipality was Shuniah, and it was composed of the townships of McIntyre McGregor and Welcome Islands and Pie Island The townships of Neebing Paipoonge Blake Crooks and Pardee also Neebing Additional some times called McKellar ward of Neebing township with Islands 1 and 2 thrown in for good measure. Surely some township municipality reaching twenty miles or more northeast of Port Arthur to eight or two miles west of the Pigeon River bridge on the Duluth highway The reason for this large municipality was that there was a village sprang up on the shore of Thunder Bay immediately after the landing of General Wolseley and his Red River expedition in the fall of 1869 A few years later the Federal government decided to build a rail and water route to Selkirk on the Red River Work on this started just opposite where the Queen's Hotel at Westfort now stands and practically all money spent locally was spent at Westfort Thomas Marks was the moving spirit in getting a ferry boat to run between Port Arthur and West Fort in summer and teams with sleigh with robes and blankets for winter to give the railroad construction men a chance to get a better sample of whisky and other commodities than Westfort handled This did not fill the bill as the men were very dry when they got off at Westfort and by the time they had a few drinks of Westfort Redeye Port Arthur was usually forgotten Our friend Thomas Marks gathered G O P Clavet L U Bonin W C Doble and a few others and laid before them a plan to ask the federal government to extend the railroad from Westfort to Prince Arthurs Landing Mr Marks was deputed to go to Ottawa on this mission It failed Shortly after his arrival home Mr Marks fertile brain worked up another plan namely "We will offer to grade the road bed and put ties thereon if the government would iron and operate it" His friends sent him back to Ottawa with this plan, and it succeeded as the government thought that if these people are so enthusiastic as to spend a large sum of their own money they ought to be helped The road bed began at Brown street following the present roadbed of the C N R into Port Arthur within a few feet of Arthur street But alas where are the monies to come from We have no municipal organization The provin cial government were selling the lands of Weigandsville, Sills farm, etc. for 25 cents per acre, so it was necessary to take in an enormous area to sell bonds for $70 000 00 to grade and put ties on this seven miles of road. Hence the territory included in the original municipality of Shuniah. They tried to take in Oliver township also but even at that early date there were some wise acres in Oliver such as Owen Duross, and his sons and a very few others who declined to be drawn into the net and to avoid it, Oliver applied for municipal organization by itself in 78 or 79. In 1892 I was coming from Montana. I was leaving Port Arthur on the Steamship Compana, Capt John McNabb. Port Arthur had no way of finding when the train would arrive so we sailed and getting out perhaps seven miles saw the train pulling in. The captain turned back and docked and received a considerable number of passengers. I remember some women and children whom I had known at Owen Sound and I also recall a few of the Port Arthur people on that trip. There were John Sills senior, James Conmee, William Clarke druggist, all since dead.

The debentures spoken of were divided at the divisions of the original municipality of Shuniah. In the session of parliament, early in 1884 Port Arthur was carved out of McIntyre and became an incorporated town with Thomas Marks as the first mayor. Their first meeting was in May 1884. At the time of the incorporation of Port Arthur Neebing municipality became incorporated containing the Townships of Neebing, Neebing Additional, Paipoonge, Blake, Crooks and Pardee while Shuniah had the remainder of McIntyre, McGregor, the Pie and Welcome Islands. In 1893 Fort William became incorporated as a town with the late John McKellar as mayor.

The first C P R boat arrived about May 12 1884. This was the Algoma with Captain Moore in command. During this summer the Alberta had two serious collisions and went to Detroit drydock. The Magnet took the place of the Alberta while away the first trip with Capt Peter McNabb in charge, the second trip the steamer Spartan took the place of the Alberta with Captain Alexander McLeod in command. These boats the Magnet and Spartan were side wheelers and wood burners and had to go to John McLaurin's dock for wood. The Spartan on her last trip down the river ran surprisingly fast. The late Archie McKellar was standing at the gate of the McKellar home near the river and seeing the Spartan remaining in one spot he hurried down when lo, and behold the Spartan was hard on about where the lower end of the Cold Storage Plant of Gordon Ironside & Fares stands. Just as Mr McKellar arrived a prominent citizen from Port Arthur who seldom came to Fort William arrived and said to Capt McLeod "You did it pretty well". It was alleged that the captain had been influenced by some Port Arthur people to run the boat aground to convince the C P R. and the government that it was useless to make the river a reasonable harbor.

At the time of this so-called Spartan accident I was the C P R policeman and was shortly aboard the Spartan which was pulled off by the C P R laying nearly a mile of track and getting three locomotives hitched together and to the anchor chain of the Spartan while the Steamer Ocean and Tug Salty Jack were also pulling on her and not a move did they get until all load at the front of the Spartan had been transferred to the stern. "It surely was done well."

Port Arthur History

As Culled from Early Numbers of the Prince Arthur's Landing Sentinel

(Sentinel Oct 5 1876)

HISTORICAL

One of those pleasant occasions that cause the Social Hour to revive pleasant memories came off at Mr Moffatt's residence recently when a number of our principal business men came together The entertainment was unexceptionable and after dining toast and sentiment ruled a brief period The reminiscences of Mr Moffat and Mr Dawson were very entertaining The former said on rising at the head of the table

Perhaps a few remarks from one who claims to be a pioneer may be of interest while referring to the opening up of this once distant section of our beloved Dominion now distant no longer and the first link that unites the rich and beautiful Province of Ontario with the thriving valley of the Saskatchewan and eventually with the prized regions of British Columbia These new provinces will in time be the homes of millions of our fellow citizens It must be five and twenty years since the first mention was made of a railway that would unite the shores of the Atlantic with the Pacific running through British territory The scheme was considered so Utopian that it met with little favor from the public

The best efforts of a few men of ability towards breaking down the barriers of a monopoly so long held by the Hudson Bay Company was so far successful that in 1857 our Chief Justice was sent to England by the Government of this country to consult with the Legal Advisers of the Imperial Government as to the legal points bearing on the question at issue In this state of the case early in the spring of 1858 to aid the Government as well as the laudable ambition to extend the trade with the Great West that a deputation consisting of several leading merchants of Toronto waited on the Governor General to obtain the assent of the Government to the formation of a Company about being formed to open up the distant territory of Lake Superior and establish a Mail Route through to the Red River Settlement on the understanding that the Government would aid the project in the shape of a subsidy for the carrying of Her Majesty's mails

The deputation was well received and the Government undertook to promote the project in the way suggested and giving it every encouragement which so eminent and praiseworthy an undertaking deserved A company known as the Rescue company was organized and one of them the speaker was elected and still continues its president for although hardly used in a variety of ways that Company still exists

An exploring party under experienced guidance was soon sent to Lake Superior and after much and anxious consideration the PRESENT SITE OF PRINCE ARTHUR'S LANDING was pitched upon as the most desirable landing location for landing a clearing of some thirty to forty acres was made a wharf built for landing stores a large warehouse with cottages for the explorers was erected and a waggon road towards Dog Lake was started all was done that could be expected under the difficulties experienced in that early time and the mails were carried with a regularity not surpassed even in these days of railways and steamboats In the spring of 1862 just as orders were being given for a fleet of ships of light draft of water suitable for navigation of the shallow lakes and rivers west of Dog Lake the government transferred the mail subsidy to another company and this without any notice whatever or any cause of complaint It was known that the government of the day was far from strong and it was felt so violent a breach of good faith must be owing to the exigencies of party which required the aid of votes to maintain its position The company had spent largely with the full knowledge of the government whose leader more than once told the President to go on and the company would never lose a copper with it They had to sell their steamer the Rescue at a great sacrifice In the summer the bush fires burnt down their buildings and left scarcely a trace of waggon road and in time the ice carried away their pier Some time afterwards a settlement of accounts was arrived at by a subsequent government when a large balance was admitted to be due the Rescue and which would be a charge on the right of way to be paid for by any company that would succeed it Matters remained in this state until public opinion compelled the government to take action when in 1868 our present worthy member in the Ontario legislature was selected to take charge of the undertaking and after whom the route is now called He selected the same location for his base thereby confirming the judgment of the Rescue Company and all who will take the trouble to look at the position of Prince Arthur on the map will admit that it must ultimately be a large commercial centre and the depot of the vast mineral wealth of the Lake Superior region The site of Prince Arthur for a city cannot be equalled in the Dominion its gradual rise from the water its natural terraces from which you have the view of the noble bay and magnificent mountains cannot be surpassed

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(Daily Sentinel Jan 16 1889)

PORT ARTHUR

This important town was first called "The Station" In 1870 when General Wolseley came up the lakes with troops on his way to Manitoba in the Chicora Capt McLean On board also were Mr Tom Marks the extensive merchant of Port Arthur and Mr William Murdock who with his staff were about to define the line of the present C P R Passengers and goods were then lightered ashore there being no docks Upon leaving the steamer General Wolseley asked Mr Marks the name of the place and on being told said We will call it Prince Arthur's Landing" The name took readily among the 200 inhabitants and held till 1874 when the municipality of Shuniah was created and officially fixed the name which so remained till 1883 Then the C P R being under way the name was changed by their wish to Port Arthur supposed to be partly as a compliment to Prince Arthur and as a companion to Port Moody the Pacific terminus The name of the post office was also changed and in May 1884 when the town was incorporated the name was finally and formally adopted

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(Port Arthur Sentinel May 20 1888)

PORT ARTHUR'S PROGRESS

In 1856 Robert McVicar crown lands agent the first white settler built the first house near the present corner of Arthur and Cumberland then covered with heavy timber

First trading post was founded by Messrs Marks Bros

Town was surveyed in 1872 original town containing only 534 acres

1871 population 1000 doubled in 1872 Business houses numbered 90

In May 1882 the C P R changed the name to Port Arthur In that year the port returns gave 858 vessels inwards of half a million tons with 293 thousand tons freight

1886 local exports amounted to over $217 000 in fish fur silver and gold ore concentrates building stone etc

Some Early History of Thunder Bay and District

By A. J. McCOMBER

The history of Canada teems with stories of adventure and romance. Twenty wars and rebellions in its short life provide ample material for a chapter that ranks second to none in the story of the nations. How Canada came to be opened up to civilization, what the motives were which impelled first the French and then the English to spend their blood and treasure in battling for it, what lure drew the brave explorers ever further westward, provide a fascinating study for those who love to read a stirring tale of adventure and courage.

We who reside at the head of Lake Superior are prone to imagine that this locality played no part in this splendid drama and that our local history dates back but a few years. Never was there a more mistaken idea. True that history is not old compared with that of the nations of the Old World, but yet it is not a story of yesterday. For years the head of Lake Superior was the gateway through which streamed the discoverer, the missionary, the adventurer and the trader, each seeking in his own way and for his own purpose the great and mysterious Northwest.

When I say that our local history is not old I refer to what I might call the history of the French and English regimes. But long before these and long even before Columbus setted on his voyage of discovery the Lake Superior region had been the dwelling place of a people of whom we know little indeed, but whose claims to a certain amount of civilization cannot be denied. We only know that they existed because they have left records of their existence behind them—not written records it is true—but records nevertheless which have lasted even to our own days. The Mound Builders so far as we know were the first inhabitants of these shores, and some scientists have declared that at least a thousand years have elapsed since they first visited Lake Superior. Even the Indians have no record of their existence. They left their mounds in the country south of the Great Lakes and even along Rainy River as mute testimonials of a lost race.

These people knew the use of metals and the art of tempering copper, and their workings have been found on Isle Royale, that part of the United States which on a clear day you can see from the shores of Thunder Bay. There, generations before the civilization of Europe knew that there was such a place as the American Continent, they labored extracting copper from the earth and fashioning it into rude weapons, and there they left their tools when for some mysterious reason they disappeared from the face of the earth. Whether they carried off by some epidemic, whether they were slaughtered by some more vigorous people we know not, but we do know that they once inhabited this region, that they labored and disappeared.

The history of which I wish to speak, however, is the more modern history of this locality. How did it come about that Fort William was selected as a trading post, who was the first white man to look upon Kakabeka Falls, what name did the Kaministiquia River bear besides the one we know so well? These, and similar questions should be of interest to us not only because we live here, but because the answers to these questions are an indication, as in the case of other localities, that here the trader and the Indian of the past in the uncanny way in which they seemed able to detect such things saw that nature had at this point planned an advantageous spot where east and west could meet and do business. If we look at a map and note the towns and cities scattered throughout Canada and the United States we are struck at once by the fact that in at most every instance where the discoverer and the trader selected a site for a fort or trading post there a large and prosperous city has risen Quebec Montreal (the old Mont Royal) Detroit Sault Ste Marie Duluth St Paul St Louis are a few of the names which occur to one's mind at once It is a happy augury therefore that the man who first established a post on the Kaministiquia River was one of those adventurous spirits who sought to divert the fur trade of the northwest to this spot and who was bold enough to enter into active competition with the Hudson's Bay Company that hoary and venerable corporation whose initials "H B C" were sometimes said to mean Here Before Christ

The seventeenth century was a period of intense activity for those daring spirits who were bent upon exploring and opening up new lands of trade and commerce The French and the English were equally zealous On May 2nd 1670 the Hudson's Bay Company was brought into existence its full name being The Governor and Company of Gentlemen Adventurers of England trading into Hudson's Bay Its charter was issued by Charles II and it may be of interest to quote some of its provisions Charles II being desirous to promote all endeavors tending to the public good of our people and to encourage the undertaking granted to his "dear entirely beloved cousin Prince Rupert" and his associates "and their successors the sole trade and commerce of all these seas straits bays rivers lakes creeks and sounds in whatsoever latitude they shall be that lie within the entrance of the straits commonly called Hudson's straits together with all the lands and territories upon the countries, coasts and confines of the seas bays, rivers creeks and sounds aforesaid, that are not already actually possessed by or granted to any of our subjects or possessed by the subjects of any other Christian Prince or State . . . . and that the land be from henceforth reckoned and reputed as one of our plantations or colonies in America called Rupert's Land "

As far back as 1610 11 Hudson had made a voyage to Hudson's Bay giving England a title by virtue of discovery Other voyages were those of Button in 1612-13 Bylot and Baffin in 1616 Foxe in 1631 and James in 1631 2 In 1668 Gillam erected Fort St Charles (Rupert) for Prince Rupert and his associates Fort Nelson was founded in 1682 by the Hudson's Bay Company and at the same time Radisson representing the French Compagnie du Nord established Fort Bourbon in the vicinity In the spring following Radisson seized Fort Nelson but in 1684 having re-entered the service of the Hudson's Bay Company he retook it for the English

It was about this time that Du Lhut the founder of Fort William appeared upon the scene The Sieure Daniel Greysolon Du Lhut was born at St. Germaine-en-Laye in France about 1640 He first served in the French Army, becoming a Lieutenant in 1657 and a gendarme of the King's Guards in 1664 He also took part in the campaign in Flanders and was present at the battle of Senef in 1674 During that year he came to Canada whither he had been preceded by several members of his family amongst them his cousins the Tontys At first he settled in Montreal but in [illegible] he left for the West accompanied by his brother La Tourette and six soldiers In 1679 he took possession of the Sioux country in the name of the King of France and it was shortly after this that he established his main trading post at Fort William that is about 243 years ago This Fort he named Camanistigoyan

Directed there no doubt by the Indians we can imagine Du Lhut eager to land after his perilous voyage around the north shore of Lake Superior slowly entering the mouth of the river The scene which met his eyes then was far different from that which we gaze upon today The shores were wooded down to the very margin of the water No giant elevators no monster vessels no busy town greeted his eyes The silence of the unbroken forest brooded over all Mount McKay looked down on him as it now looks down on us a mighty sentinel that seemed to guard the secrets of the West A beautiful river opened up before him its gentle water lapping the sides of his canoe but whence it came he knew not, perhaps from that wonderful Western Sea of which he had heard. Pulling his canoe up on shore he made ready to camp. His men cleared an open space, lit a fire and prepared their evening meal. The Indian guides were eagerly questioned as to what lay beyond and told wonderful stories of rivers, lakes and seas, Indian tribes and rich hunting grounds. At last, tired with the labor of the day, they sank to sleep, little dreaming perhaps that they had that day written one more interesting chapter in the history of Canada. The next day they commenced the erection of a trade fort or post. No doubt they explored the surrounding country and we can imagine them finding their way to the top of Mount McKay and there looking over the sparkling waters of Thunder Bay being touched by some intimation of what the future held in store for this spot, the same feeling that inspired the poet Whittier when writing of his own great American Northwest, he said:

I hear the tread of pioneers,
  Of nations yet to be;
The first low wash of waves where soon
  Shall roll a human sea.

The rudiments of empire here
  Are plastic yet and warm;
The chaos of a mighty world
  Is rounding into form.

Each rude and jostling fragment soon
  Its fitting place shall find;
The raw material of a state,
  Its muscle and its mind.

Du Lhut was not an ordinary man. Being a member of the King's Body Guards he was of noble birth. In Montreal, as can be imagined, his social position as a noble gave him certain advantages. But he was of the breed which is not satisfied with the calm of city life. The lure of the west was irresistible and he conceived the idea of opening up the trade of the Northwest and diverting the fur trade from Hudson's Bay and from the Hudson's Bay Company. The Hudson's Bay Company had been vigorously operating in the north and was attracting trade from the southern and western routes. This trade was immensely valuable and engaged the attention of Governments as well as companies and individuals. The business of fur trading afforded an outlet for men who could not content themselves with peaceful pursuits at home.

Du Lhut had a brother Charles, the Sieur de la Tourette, and this brother at Du Lhut's instance built a post in 1678 at the entrance to Lake Nepigon, then called Lake Alemepigon. Six years later he built Fort La Tourette at the mouth of the Ombabika at the north end of Lake Nepigon, and the following year 1685 he built a third trading post, Fort des Francais, near the forks of the Kenogami and Albany Rivers. These forts proved to be successful ventures and drew much trade away from the Hudson's Bay Company.

Du Lhut's main trading post, however, was at Fort William, at the mouth of the Kaministiquia River, and from this base he explored the western country. He was the first Canadian to explore the west, and it was his privilege to save Father Hennepin from captivity when this famous Recollect missionary, having been separated from La Salle's expedition, was wandering about in the wilderness near St Antoine. On account of his intrepidity Du Lhut had great influence over the savages, who honoured and feared him. He kept them loyal to France and pledged them to join the expeditions which were organized against the Iroquois in 1684 and 1687. In 1686 he laid the foundation of the post of Detroit, and in 1696, having been made a captain after twenty years of service, was in command of Fort Frontenac, now Kingston. Here in 1707 he was succeeded by Tonty, his cousin. He died three years later in 1710 in Montreal and was buried in the Church of the Recollects.

Du Lhut was one of the most dauntless pioneer rangers (coureurs de bois) in Canada during the French regime. For thirty years he succeeded in keeping the country to the west of the Great Lakes under French control. Notwithstanding that he had every chance of becoming wealthy he died poor. His superiors testified to his having been a very upright man. Du Lhut wrote accounts of his travels (1676-1678) but unfortunately they have been lost. However there is a plan in existence that he designed for a chain of posts to be erected for the purpose of keeping the lake route clear of savages and thus facilitating communication between Canada and the western and southern parts of the continent (1683-85). This plan was afterwards published. In the library of Congress at Washington may also be found extracts from his account of Detroit.

Although the City of Duluth, at the extreme southwest end of Lake Superior, has been named after this hardy pioneer, that honor would seem to have been better deserved by either Fort William or Detroit. However, the time for that is past, but if the City of Fort William ever undertakes the task—as it no doubt will some day—of raising monuments to those of her sons and daughters who are worthy of that recognition, let not Du Lhut be forgotten. To him belongs the honor of having, with far-sighted vision, chosen as a trading centre the spot where now the commerce of the east meets that of the west, and the citizens of that city will have no cause to blush at either the courage or honor of the man who turned the first sod within its limits, and who may truly be said to be its founder.

Du Lhut's trading post however did not last long, but in 1688 Jacques de Noyon ascended the Kaministiquia River on a search for the western sea. He paddled up the Kaministiquia and its connecting waterways to Rainy Lake, and in the diary which he left he describes how, after going ten leagues up the river, he came to the first portage, the spot we now know as Kakabeka Falls. We do not know what feelings were as he gazed on this beautiful waterfall, the first white man so far as we know to view them, but no doubt he appreciated their beauty as it has been appreciated year after year by visitors as well as by the residents of this district. He continued up Dog River, passed through Dog Lake, continued on through Lac des Mille Lacs, down the Seine River, and finally came to Rainy Lake, and there he built a temporary post and wintered. Thus 235 years ago the river Kaministiquia was opened up to trade and commerce with the Northwest. It is hard to realize that this took place in the year that James II was driven from his throne by the English revolution, giving way to his daughter Mary and his son-in-law William, who henceforth reigned as William and Mary, and that the great King Louis XIV was then King of France.

De Noyon's discoveries led the French Government to become interested, and in 1717 one Robertel de la Noue was sent out to rebuild the trading post at the mouth of the Kaministiquia River. The Kaministiquia was first known as the river of the Assiniboines, and then as Trois Rivieres, no doubt from the fact that the two islands at its mouth separate its waters into three parts as they enter Lake Superior. Rainy Lake was then known as the Lake of the Crists or Cristinaux Lake. The Fort built by De Noyon was at the western end of this lake or on the banks of the Takamamiouen or Ouchichiq River (Rainy River). The only known account of De Noyon's journey through Rainy River is contained in a memoir by the Intendant Begon dated 12th November, 1761, and from this we learn that the spring following the founding of this fort the explorer with a party of Indians descended Rainy River to the Lake of the Woods. Begon's description leaves no doubt as to the identity of the stream. "About two leagues after entering the river," he says, "there is a fall where a small portage is required, and there are also two other small falls where portages also require to be made, and then we come to Lac aux Iles, otherwise called Assiniboiles." The first fall mentioned is that which breaks the stream between Fort Frances and International Falls, the other two are Manitou Rapids and the Long Sault. At the end of the Lake of the Woods, according to Indian report, there was a river emptying into the "Western Sea." The Mer de l'Ouest, or Western Sea, had been the goal of French exploration from Canada almost from the founding of the colony. As the tide of discovery rolled westward, the elusive Western Sea receded before it. Obviously the great body of water which the Indians described to de Noyon, and which Begon calls the Western Sea, was what we know today as Lake Winnipeg At a later date this Western Sea was sought for far to the west and southwest across the great plains and over the Rocky Mountains and it remained for Alexander Mackenzie to finally prove what a vast continent lay between the St Lawrence and the true Western Sea

No further attempts at western discovery appear to have been made until the year 1731 when Pierre Gaultier de la Verendrye began the long series of explorations in which he was to devote the remainder of his life He set out from Montreal on June 8th of that year with his three sons Jean Baptiste Pierre and Francois his nephew La Jemeraye and a party of soldiers and voyageurs about 50 in all They reached the western end of Lake Superior towards the end of August Unlike De Noyon and Le Noue La Verendrye had decided to follow a new route to the west by way of Pigeon River what was later known as the Grand Portage route Because of trouble with his men he sent his nephew ahead with a small party while he with the remainder wintered at the Kaministiquia. La Jemeraye got through to Rainy Lake and built a post which he named Fort St Pierre in honor of the leader of the expedition on Rainy River near the place where it leaves the lake of the same name The Fort stood on what is now known as Pither's Point On June 8th, 1732 La Verendrye with his men set out for Fort St Pierre taking over a month to traverse the intricate chain of small streams and lakes with their numerous portages connecting Lake Superior and Rainy Lake After a short rest at the Fort the entire party escorted by 50 canoes of Indians descended Rainy River to the Lake of the Woods crossed the lake to what was for many years later known as the North West Angle Inlet and built Fort St Charles on its southern side This was the first trading establishment in fact the first habitation of white men ever built on the shores of the Lake of the Woods We need not enter into any further details of La Verendrye s travels although they form a fascinating story Suffice it to say that on June 8th 1736 La Verendrye s oldest son and 19 Frenchmen set out for Fort Michilimackinac to get provisions for the famished members of the expedition But on an island some 21 miles away the whole party was murdered by a band of Sioux, who had been led to believe that the French favored their traditional enemies the Crees The island situate in the Lake of the Woods has ever since borne the sinister name of Massacre Island Some years ago the authorities of St Boniface College organized an expedition to discover the exact site of Fort St Charles and after much searching found it together with the bones of young La Verendrye and his companion Father Aulneau The remains were removed to the College and a pamphlet describing the work of the expedition was published which is well worth perusing

The route to the west by way of Grand Portage has been mentioned Four main canoe routes were recognized between Lake Superior and Lake Winnipeg three of which led through Rainy Lake Rainy River and the Lake of the Woods and these three were in more general use during the period of exploration and the fur trade The route first discovered was that by way of the Kaministiquia River After 1717 that route was abandoned in favor of that by way of Grand Portage until the former was rediscovered by Roderick Mackenzie of the North West Company in 1798 The first mention of the Grand Portage route is contained in a letter by an officer named Pachot who referring to a proposed trading establishment on Rainy Lake says The best route to go to the proposed establishment would be by a small river named the Nautokaogane (or Nautokeagane) which is about seven leagues from Kaministigoya The small river referred to was that now known as the Pigeon River and the route was the afterwards famous Grand Portage Route La Jemeraye nephew of La Verendrye was the first white man to paddle from Lake Superior to Rainy Lake by way of Grand Portage La Verendrye does not say in his journals why he adopted this route but probably he had learned from the Indians that it possessed some advantages over the Kaministiquia In any event he and his men used it altogether during the many years that he was en gaged in exploring the great western country the same route was followed by other French explorers and traders down to the close of the period of French rule in Canada and it was adopted by the British fur traders as their principal thoroughfare until difficulties in connection with the international boundary drove the officers of the North West Company to search for other routes more to the north

The history of the re-opening of the Kaministiquia route originally discovered by De Noyon is somewhat curious Towards the end of the eighteenth century it having been found that Grand Portage up to this time the principal establishment of the North West Company was on American territory a determined effort was made to discover another route farther north Edouard Umfreville was sent to explore the country west of Lake Nepigon in 1784 and actually found a practicable route which will be referred to presently In 1798 however Roderick Mackenzie returning to Grand Portage from the west accidentally learned from a party of Indians of a water communication running from Lake La Croix to the mouth of the Kaministiquia He followed it to Lake Superior and as a result the North West Company moved its establishment from Grand Portage to the mouth of Kaministiquia where Fort William (the old Fort Camanistigoyan) was rebuilt sometime between 1801-5 Up to the time of Mackenzie's discovery or re-discovery of the Kaministiquia route it seems to have been unknown to the North West Company

The third route from Lake Superior to Rainy Lake or Rainy River, was by way of the St Louis river It is not known definitely when this route was first discovered or used but in an unpublished memorandum by David Thompson for many years astronomer and surveyor of the North West Company and later astronomer and surveyor under the sixth and seventh articles of the treaty of Ghent he indicates that the route by way of the St Louis river Vermilion river and Lake Namakan was a thoroughfare of the fur traders before 1783

These three routes by way of the Kaministiquia, Grand Portage and the St. Louis River, led to Rainy Lake and the Lake of the Woods The fourth route was farther to the north and did not touch Rainy Lake or the Lake of the Woods It ran from Lake Superior up the Nepigon River to the lake of the same name then westward by various rivers and lakes to English river and down that stream to the Winnipeg river It was discovered by Umfreville in 1784 and although a practicable route was never much used by the fur traders

Here let me pause for a moment to call attention to the wonderful daring and ingenuity of the men who travelled thousands of miles in birch bark canoes and over long and hard portages They thought nothing apparently of leaving their homes for months and even years to make these journeys We who travel today in palatial steam vessels beautiful parlor cars and comfortable automobiles would well hesitate at making even a single voyage involving the hardships which travelling at that time did. It may be of interest to give some description of the canoes used in those days, and how they navigated the intricate water courses Peter Grant of the North West Company in his account of the Saulteaux Indians and the fur trade in the Lake of the Woods region gives the following description He says

> The North West Company's canoes manned with five men carry about 3000 lbs They seldom draw more than 18 inches of water and go generally at the rate of 6 miles an hour in calm weather When arrived at a portage the bowman instantly jumps in the water to prevent the canoe from touching the bottom while the others tie their slings to the packages in the canoe and swing them on their backs to carry over the portage The bowman and steersman carry their canoe a duty from which the middlemen are exempt The whole is conducted with astonishing expedition a necessary consequence of the enthusiasm which always attends their long and perilous voyages
>
> It is pleasing to see them when the weather is calm and serene paddling in their canoes singing in chorus their simple melodious strains

and keeping exact time with their paddles, which effectually beguiles their labors. When they arrive at a rapid, the guide or foreman's business is to explore the waters previous to their running down with their canoes and according to the height of water they either lighten the canoe and carry overland or run down the whole load.

It would be astonishing to an European observer to witness the dexterity with which they manage their canoes in these dangerous rapids, carrying them down like lightning on the surface of the water. The bowman, supported by the steersman, dexterously avoids the stones and shoals which might touch the canoe and dash it to pieces, to the almost certain destruction of all on board. It often baffles their skill when the water is very high to avoid plunging in foaming swells on the very brink of the most tremendous precipices, yet these bold adventurers rather run this risk for the sake of expedition than lose a few hours by transporting the cargo overland.

When they are obliged to stem the current in strong rapids they haul up the canoe with a line, all hands pulling along shore and sometimes wading through the water up to their middle except one man who remains in the stern of the canoe in order to keep it in the proper channel. This part of their duty is always accompanied with much labor. When the wind favors, they always carry sail and in a fresh gale will generally go 8 or 9 miles an hour.

John Johnston in his "Account of Lake Superior" describes the method of making a portage." He says:

"Carrying the canoes, goods and provisions (across a portage) is done by means of leather straps or thongs, the middle of which is broad and fitted to the forehead of the carrier. The first bale or piece is tied so as to lie a little above the reins; the second is lifted over the head and deposited, without tying, on the first, and thus loaded the engages, as they are called, trot off to the place chosen for a deposit, which they call a pose, and which in large portages are from 2 to 3 miles apart. This they repeat till the whole is transported. They then set off for the canoe, which they carry on their shoulders. They so go on till night, only stopping once for their meal and once or twice for lighting their pipes. The packs are from 80 to 120 lbs weight and he is not looked upon as a man who cannot carry two; there are many who even take three and outrun their fellows. This is the mode of carrying all over the Northwest."

Reference has been made to the fact that the Grand Portage route was abandoned by the North West Fur Company when it was found that Grand Portage had become American territory. The story of how the international boundary between Canada and the United States between here and the Lake of the Woods was fixed, may be of some interest. On November 30th 1782 Richard Oswald on the part of Great Britain and John Adams, Benjamin Franklin, John Jay and Henry Lawrens on behalf of the United States signed at Paris the provisional treaty of peace between the United States and Great Britain. It acknowledged the independence of the United States. Article II provided:

That (in order that) all disputes which might arise in future on the subject of the boundaries of the said United States may be prevented, it is hereby agreed and declared that the following are and shall be their boundaries, viz: from the north west angle of Nova Scotia .... thence through Lake Superior northward of the Isles Royale and Phillipeaux to the Long Lake, thence through the middle of the said Long Lake to the water communication between it and the Lake of the Woods to the said Lake of the Woods, thence through the said Lake of the Woods to the most northwestern point thereof, and from thence on a due west course to River Mississippi."

On September 3rd 1783 David Hartley on the part of Great Britain and Adams, Franklin and Jay on the part of the United States, signed at Paris the definite treaty of peace. This treaty is commonly known as the Treaty of Paris.

Owing to the maps and other information available at the time of the drawing of the treaty being erroneous in many particulars this treaty instead of preventing disputes was exceedingly fruitful of them and several times brought the two nations to the verge of war. The result was that practically the whole boundary line was at various times the subject of treaties with the United States and invariably Canada got the worst of it.

On December 24th 1814 Great Britain and the United States signed at Ghent the treaty that closed the war of 1812. The treaty provided for a determination of the boundary from the water communication between Lake Huron and Lake Superior to the most northwestern point of the Lake of the Woods. In 1822 surveyors were instructed to ascertain the position of "Long Lake" or if no lake of that name could be found to determine the chain of waters supposed to be referred to under that name. In October 1824 it seemed likely that Pigeon River and Rainy River would be adopted as the boundary line as no Long Lake had been found but the British Commissioner ordered surveys of the route by way of the St. Louis river and the United States Commissioner ordered the exploration of the Kaministiquia River.

The Commissioners were unable to reach an agreement as to the line from Isle Royale to the Lake of the Woods. Barclay the British Commissioner claimed that the line should run from Isle Royale southwesterly to the head of the lake thence by way of the St. Louis and Vermillion Rivers to the Grand Portage canoe route, and thence by the latter to the Lake of the Woods. Porter the United States Commissioner, contended that the line should follow the Kaministiquia canoe route to its junction with the Grand Portage route and thence by the latter to the Lake of the Woods.

The treaty of 1783 defined the boundary as before mentioned as passing northward of the Isles Royale and Phillipeaux to the Long Lake thence through the middle of said Long Lake to the water communication between it and the Lake of the Woods etc. Barclay therefore contended

(1) That the St. Louis River answered the description of Long Lake as it contained a lake expansion at its mouth.

(2) That it was an ancient commercial route whilst the others were comparatively new.

(3) That the St. Louis river was more navigable than the others.

(4) That on many old maps it was described as "The lake or St. Louis river."

(5) That the boundary spoken of in the treaty was "through Lake Superior" and it was a fair deduction that it should run through to the end as otherwise it would not run "through Lake Superior."

Porter the United States Commissioner claimed

(1) That Dog Lake was "Long Lake."

(2) That it could never have been intended that the boundary as described in the treaty should form a great arc simply to take in an unimportant island such as Isle Royale but that it had intended to run the boundary line straight to the mouth of the Kaministiquia river.

(3) That the Kaministiquia provided continuous water communication which was not the case with the other routes.

The matter continued unsettled until July 1842 when Lord Ashburton wrote to Daniel Webster then Secretary of State for the United States proposing that the line be taken from a point about six miles south of Pigeon River where the Grand Portage commences, and continued along the line of said portage to Rainy Lake the route to remain common to both parties. On the 27th of the same month Webster replied that he was willing to agree on a line following the Pigeon River or Grand Portage route to Rainy Lake it being understood that all the water communications and portages should be free and open to the use of the subjects and citizens of both countries. Ashburton accepted these terms and they were incorporated in a treaty and the matter was thus finally settled.

Almost all the trouble involved in definitely fixing this portion of the international boundary line arose by reason of errors on the map used in the drawing up of the treaty. This map known as Mitchell's map showed a large stream emptying from Rainy Lake into Lake Superior and the negotiators naturally chose this stream as the most natural and convenient to form the boundary. But for this geographical error the boundary line would most certainly have been drawn to the head of Lake Superior then up the St. Louis River to its source and thence due west to the Mississipi River. As the treaty was actually drawn it provided an impossible boundary line if Pigeon River was intended as the line could not be carried through the Lake of the Woods and due west to the Mississipi River. The Mississipi River on Mitchell's map appeared as having its source far to the north when as a matter of fact its source is due south of the Lake of the Woods.

The inclusion of Phillipeaux Island in the boundary description also caused much confusion. On Mitchell's map Isle Royale was either indicated twice once under its own name and again under the name of Isle Phillipeaux or else Isle Royale was indicated under its own name and Pie Island was indicated as Isle Philipeaux. There was a similar duplication of Michipicoten Island which appeared as Ile Maurepas and again as Pontchartrain Island.

Respecting the "Long Lake" shown on Mitchell's map, there can be no doubt of its identity with the present Pigeon Bay. The large stream shown as flowing out of Rainy Lake was in reality Pigeon River—a comparatively small stream which as we now know does not flow out of Rainy Lake.

It is interesting though probably unprofitable to speculate as to what the consequences would have been had either the St. Louis River or the Kaministiquia been chosen as the boundary. In the latter case we would have had the United States right at our doors. Mt. McKay and the Mission Terminals would have been in the State of Minnesota and the building of our Canadian railways in all British territory to the west would have been a much more complicated operation than it actually proved to be. On the other hand had the boundary line followed the St. Louis river Canada would have been the possessor of the famous and immensely wealthy iron ore deposits of the Messaba range. In either case the history of this locality would have been entirely different. Mr. Mitchell whoever he was by preparing a map of a locality with which he was not familiar lost to Canada one of the richest mineral sections in America and helped to build up the City of Duluth in United States territory at our expense.

Reference has been made to the North West Company and a word as to the company may not be out of place. Whilst the Hudson's Bay Company was composed mostly of Englishmen or at any rate men living in England the North West Company was composed of men living in Montreal principally Scotchmen as is indicated by the numerous "Macs" mentioned in connection with its affairs. They were active competitors of the Hudson's Bay Company and it can well be imagined that with men of the type of those employed by the rival companies, competition would soon develop into active warfare. It is not my purpose to go into the history of this warfare. It is an interesting story and Fort William figured many times in the bitter fight. But to make a long story short Lord Selkirk having acquired a controlling interest in the Hudson's Bay Company attempted to found a colony where the present City of Winnipeg stands. His failure was about as complete as it could be and yet it is not too much to say that out of his efforts and struggles the present Northwest—so far as the agricultural potentialities are concerned—had its beginning through him. His struggle with the North West Company is well known. Defeated at last he sailed home to die and the two companies were amalgamated and the Hudson's Bay post was immediately moved from Point de Meuron to Fort William. Point de Meuron which lies just above the west limit of Fort William was so called after Col. de Meuron the leader of a Swiss regiment, brought out by Lord Selkirk which wintered at that spot. The change to Fort William took place in 1821 and thus 102 years ago Fort William again became the headquarters

of the great fur trade of the west.

It was about 1805 that the Fort at the mouth of the Kaministiquia river was rebuilt and named Fort William in honor of the Hon. William McGillivray who died in 1825. It remained but a Fort however until the early seventies. In 1869 the Hudson's Bay Company was compelled after long and strenuous negotiations to sell out to the Canadian Government the whole of the great North West territory which it had governed for almost 200 years. It had on the whole governed well but the time had come for a change and the pressure could no longer be resisted. Thereafter the Canadian Pacific Railway was projected and built and the very modern history of the District commenced.

There are many other interesting events which had I the time could be detailed. The founding of the Indian Mission at Fort William in 1848, the landing of Lord Wolseley's expedition at Prince Arthur's Landing (now Port Arthur) and its toilsome and perilous trip up the Dawson Road and the Kaministiquia River to Fort Garry, the building of the Dawson Road, the surveying and building of the Canadian Pacific Railway, the commencement of the great Canadian National railway system which was really initiated by the building of the old Port Arthur Duluth and Western Railway, the great fight between Ontario and Manitoba to determine whether we should form part of Manitoba or part of Ontario, all these have their interest to one who is desirous of learning the history of the past and of understanding the present, but they are recent events well known to you all.

I have merely skimmed the surface of the history of this District. There is a wealth of material which can be drawn upon, and some day no doubt some writer of ability, able to clothe the story in fitting words, will prepare a history recording these events, a story which will rival any of Parkman's works. These few fragments of history arouse most interesting speculations. This territory was once French. Wrested by England from France, a large part of it narrowly escaped becoming American territory. Had it remained French or had it become American the history of Canada and the history of each and every one of us would have been entirely different. Had not Mitchell's map been defective our territory in all likelihood would have extended to the St. Louis River which separates Minnesota and Wisconsin, and the City of Duluth would have been on Canadian soil. But even as it is we have a wonderful land. Providence has wisely ordained that no part of the earth shall lack some human being who loves to call it his country. The Esquimault in the north, the negro in the heart of Africa, the South Sea islander on his little island, cling to their native land believing that it is the favored land above all others. But looking out over the troubled world of today we know that we have that favored land in Canada and we can deeply appreciate the feeling of the poet when he says:

There is a land of every land the pride
Beloved by Heaven o'er all the world beside
Where brighter suns dispense serener light
And milder moons imparadise the night
A land of beauty, virtue, valor, truth,
Time tutored age and love exalted youth
Oh thou will find where'er thy footsteps roam
That land thy country and that spot thy home

Pioneers of Paipoonge

Written by Mr J M Hunt for the use of his daughter Mrs Hanna who read it at the Women's Institute

As far as I have been able to gather the first pioneer in Paipoonge was Mr Pannock who built a very comfortable log house on Lot 8 Concession 2 in 1883 This house was burned by a grass fire In 1883 a man whose name I have been unable to ascertain was located for lots 7 8 and 9 concession 3 south of the river lot 7 was at one time occupied by Fred Smith a son in law of Mrs Alex Crawford and at present is occupied by Mr Grantz Lots 8 and 9 are now owned by Campbell Hanna The first locatee once undertook to find his location and brought an axe and grubber and shovel and began operations just west of what was known as the Smith bridge over the Slate River between concessions 2 and 3 and a few rods south of the road allowance Realizing the futility of working on land which might not be his he returned to Fort William leaving his tools behind him These were found about 1887 by James Simpson the locatee of lots 16 and 17 concession 3 William Brock bought the rights to this property in 1887

In May 1887 our family settled on what is at present my home In the fall of 1887 the late James McGregor and Fred Gammond filed on their locations on Concession 5 In 1888 the late Henry Parsons located on what is now the Pettit and Pitts farms and James McGregor and Fred Gammond moved their families out to their locations In 1887 John McLure and his son Angus built and resided on Lot 11 concession 5 where Mr McLure lived for many years During the first summer my father's family resided on the location there was not a resident in what is now known as the Slate River settlement the only outside news was the arrival of my father on Saturday night having walked from the Beaver mine 8 miles distance after working six full days and a quarter of a day overtime in the evenings for four evenings a week Bears were fairly numerous prairie chickens were plentiful wolves were then unknown but arrived from the north about 1889 from where they followed the red deer which kept company with the moose for their mutual protection For some years there were no roads and neighbors could meet only by travelling through the burned over logs and jump from one to the other across the sloughs

I have heard my father tell of a visit of Mr Margach Crown lands agent accompanied by the late Alexander Crawford In 1888 another visitor was W S Piper who located Lot 10 Concession 1 Mr Kirby an English Church minister at West Fort William arrived and stayed to dinner and such a dinner The baker's bread was all gone and my father insisted he would not lose two days to go for bread and Mamie my oldest sister and he set sponge but something went wrong and the bread was the heaviest and had the hardest crust ever produced in the Slate River Settlement' It is only fair to say that Maimie was only ten years past and not posted on bread making A few days later they went to Fort William for supplies with Buck and Bright and a two wheeled cart. The road then crossed Newton's creek just west of the Slate River and crossed the Slate River on the south end of Concession 3 thence along the blind line and sometimes in Concession 4 about Lot 7 it made an 8% curve to the north going around the foot of two mountains and finally arriving at Point De Meuron bridge After crossing this we came to the Point De Meuron farm house, then occupied by the late Alexander Macdonald and his wife who recently died in Fort William These people were a blessing to the very early pioneers as a rest for a man and beast with a lunch and a cup of tea for which many pioneers in Slate River were thankful

In 1888 the late James Tonkin was sent to make trails for the settlers by the Neebing council from the Slate River west to Oakley's north to J. M. Hunt's and south by way of John McLaren's and James McGregor's toward Fred Gammond's. When I recall how the settlers without roads had put their teams through what was almost bottomless sloughs and the perseverance displayed by almost all of the pioneers and then look at the road now on which the settler can reach Fort William in 30 or 40 minutes in perfect comfort I am amazed and delighted. Those faithful pioneers are deserving of at least kindly remembrance. There are many who ought to be mentioned but must be left for some future occasion. I must not close though without mentioning a few of those who paved the way for the Slate River of today chief of whom is the late Ephriam Oakley and his family John McGugan and the late George King. Later came Thos. Miller senior and his family from Bruce County and the late Robert Hall and Dan McGregor while further south and very much isolated Francis Zimmerman with a young family stayed with the job under very severe handicaps. I cannot place each and every settler according to date of settling site and possibly have missed some who ought to have been mentioned.

The winters of 1892 and 93 had very heavy snowfalls a team crossed in safety the Kam River at the lower subway on May 1st with two thousand feet of lumber. The weather then turned warm and kept warm the snow melted very fast the water in the Kam river came up so quickly that the ice was lifted out without rotting. This formed a jamb of thousands of tons of ice against the Point De Meuron bridge. James McGregor started for town arriving at the bridge about 9 a m. The bridge was lifted off all but the end piers and was bellied away down stream at the middle it was impossible to cross. Mr McGregor sat on the bank alone and witnessed a panorama which excels anything seen in the movies.

Alexander Lord Russell

By H. K. Wicksteed

Among the most useful and least advertised of Canadian Pioneers are the Land Surveyors of the last generation and one of the most notable of them was the late A. L. Russell who died in Ottawa on June 11th 1922.

Mr. Russell fell naturally into the profession being a son of the late Andrew Russell who was some 50 years in the service of the Government and latterly as Assistant Commissioner of Crown Lands. Naturally he was much in contact with the earlier surveyors and he strove to raise their standards of work and with such success that he was credited by them as being the father of astronomical surveying in Canada.

Lindsay Russell nephew of Andrew was a distinguished successor who had a great deal to do with the mapping of the Ottawa Valley and delimitation of timber limits etc. In the 60's he ran several exploratory lines north and west from Thunder Bay and was associated with Simon J. Dawson in the exploration and construction of the amphibious route from Lake Superior to Fort Garry which was the forerunner of the Canadian Pacific Railway. Later in the 70's he conducted the trigonometrical survey over the prairie provinces to determine the principal meridians which governed the detached subdivision surveys and he afterwards became Surveyor General and still later Deputy Minister of Interior.

The subject of our sketch was born at Kingston in Nov. 1842 at which time it was the seat of government. He was educated at the high school in Quebec and early entered the Civil Service. As a consequence of the Trent affair and the difficulty with the United States the Civil Service Rifle Corps was formed in 1861 and young Russell joined it at 19 and immediately distinguished himself as a rifle shot winning several first prizes. In 1866 during the Fenian Raid he was continuously on duty and passed 2nd class board of officers. A year later in 1867 he joined the Toronto Garrison Artillery and passed through the School of Gunnery and 1st class board of officers.

In 1869 he published a handbook of rifle shooting which was accepted as an authority in the art. In 1870 he accompanied Col. Wolseley to Fort Garry on the historic Red River military expedition and afterwards read an interesting paper on it before the Thunder Bay Historical Society. The expedition was unique as to transportation and commissariat arrangements and the Colonel was so impressed with the work of the Canadian Voyageurs that he incorporated a number of them in his subsequent expedition up the Nile in the futile effort to relieve Gordon in Khartoum. Later he accompanied Governor Archibald from Thunder Bay to Fort Frances on his way to Fort Garry as the first Governor of Manitoba. Archibald's canoe crew was commanded by the famous Iroquois guide Ignace Mentour whom the writer also knew well and Russell mentions him appreciatively in his paper. A year or so later he was assistant leveller on one of the survey parties for the Canadian Pacific Railway under John Fleming and was one of those who rediscovered the forgotten Lake Nipigon. Incidentally he became intimate with some of the pioneer residents of this north country Sir Henry de la Roode and Mr. Crawford of the H. B. C. in the Nipigon country. John Watt, a well known half breed voyageur. Tobiaten a Christian Indian of high character who had so perfect a sense of direction that he was credited with having a transit theodolite in his head. The Railway surveys of this date were very unsuccessful and unfortunate owing to the absolute inexperience of the engineers in charge in this class of work and several men were lost in bush fires while the results were quite misleading.

On April 16th 1873 he qualified as a Land Surveyor in Ontario and in the same year he was appointed one of two Canadian Surveyors as aide to the Royal Engineers in marking the boundary line the 49th parallel of latitude from the Lake of the Woods westerly and later he assisted his cousin Lindsay in the accurate triangulation survey for the determination of the principal meridians and base lines and it was at this period that he acquired that taste for precise work which was a hobby with him for the rest of his life. His work on these surveys was highly commended and mentioned in the reports of the Royal Engineers.

In 1876 he married in St John's Cathedral Winnipeg Aurora Caroline daughter of Henry Codd a gentleman farmer of Ottawa. Tiring of his incessant absence from home he shortly afterwards moved to Port Arthur where he had some property and started a general surveying business in partnership with the writer. He was a citizen of Port Arthur up to within two years of his death and besides subdividing a great deal of the present city he surveyed a number of mining claims Indian Reserves rights of way for the Canadian Pacific and Canadian Northern Railways etc etc.

He was for a time a town councillor also school trustee. He was the originator of the Current River Park and water power development and an enthusiastic worker in every scheme for the welfare of the city and district.

His military instincts still showed and in 1889 he was appointed paymaster of the 96th Algoma Rifles from which he retired subsequently with the rank of captain. At this period he showed again his wonderful skill with the rifle making the possible 7 consecutive bulls eyes at 800 yards and winning the all comers military rifle match. In 1912 he was elected captain of the Lake Superior Imperial Veterans inspected and favorably commented on by the Duke of Connaught. In 1914 he joined the home guards and was placed in charge of Dominion registration of Thunder Bay and Rainy River districts.

In 1920 at the age of 78 years he won the Civil Service Rifle cup in Ottawa with the record score of 9 consecutive bulls eyes.

Russell still persisted in survey work and in 1919 he was commissioned by the Ontario Government to make a detailed survey of Lakes Shebandowan and Greenwater to the northwest of Port Arthur. Misfortune came upon him and Mrs Russell went through a very serious illness which finally ended fatally. He moved her on the advice of friends, to Ottawa, intending to complete the draughting work in connection with this survey there. A few months before his death he met with a very serious street car accident from which he never recovered completely and he died as above recorded in his 90th year. Mrs Russell survived him by only two weeks. As executor for the little estate it fell to the writer's lot to complete the mapping of his last survey and he begs here to testify to the great courtesy shown him by the director of surveys and his staff.

Mr Russell is survived by three sisters—Mrs J B Simpson of Ottawa, Mrs. Osborn Lambly of Belleville, and Mrs Roy of Royo Altryn Pennsylvania. Only one son was born to him early in his married life who died in infancy.

A L Russell was a professional man to his finger tips. He had a great love for and belief in this country and his chosen city of Port Arthur and while he could with his record during the latter years of the 19th century and his many influential Ottawa friends have undoubtedly secured and filled a good position in the Civil Service he steadfastly set his face against the change. He saw the great future development which was coming and believed he could profit by it.

Like many professional men he was an artist in temperament and he had a surpassing contempt and hatred for modern business methods and the trickery and chicanery so often involved and he was extremely outspoken in his denunciation of them. As a consequence he made many personal enemies. Although of Scotch descent he was absolutely devoid of thrift and his association with Royal Engineers and military men probably contributed to this characteristic. In private life he was delightful hospitable generous and possessed of a great fund of anecdote and considerable humor as a raconteur His private generosities were carried to a fault and were not always discriminating or wise No former associate or veteran ever applied to Russell for help in vain and many of his $5 bills were spent on whiskey by the recipient instead of on the sick wife or child which was the ostensible excuse for the appeal

Port Arthur showed gratitude for his public service the papers published long complimentary articles and the secretaries of different clubs and organizations to which he belonged wrote letters of appreciation and sympathy It is to be hoped that a city of 15 000 or more amongst whom he lived and worked for 40 years will eventually do something more than this and that in connection with the historic monuments to be erected one of which will be placed by Port Arthur some more enduring memorial will commemorate his unselfish work as a pioneer The present generation has been so busy making money out of Canada's resources that they have given little thought to those of former generations who made the resources accessible and available In all Canada, for instance I think there is no memorial to the Verendryes father and son who opened up a trade route from Lake Superior to the Saskatchewan and from the Red River to the Rocky Mountains nor to Thompson who carried the work on through the mountains to the Western ocean Both died in neglect and poverty and the passengers who ride today in luxury over the route they initiated have most of them never heard of Verendrye and of Thompson only because a river bears his name The very spirit which tempts a man into the wilderness and bids him prepare the way for the toiling and scheming generations which follow and carry on his work in a more selfish spirit if not less effectually appears to cut him off from the sympathy and fellowship of his kind Russell was of this class He had vision without what is called today business capacity With all respect for some of the great names of the day he was perhaps better without

Russell inherited a fine constitution and while not a particularly strong man he was a good traveller and a fair woodsman His physical specialty was his wonderful eyesight which made him not only famous as a rifle shot but also an exceptionally good instrument man He seldom or never used a magnifying glass for vernier readings and his favorite instrument was a tiny transit theodolite which could be carried in his overcoat pocket By repeating and reversing he did work with this little concern such as I have never seen excelled with much larger instruments and withal he was quick as well as precise In test plotting of his work he was wont to use a sheet of foolscap and a miniature protractor and scale with 80 or 100 divisions to an inch Precision and astronomical work was a hobby with him and with a better mathematical education he would have made an exceptionally good observer His love for instruments and precision was an obsession and in our association I sometimes used to be obliged to call him down for devoting too much time to purely academic studies when more important issues were at stake But his caution in his work did not extend to his care of himself and while I do not remember that he ever had a serious accident he suffered much hardship and privation which a little forethought would have prevented I well remember one night when we travelled the length of Thunder Bay together with a dog train and arrived at Port Arthur in the morning in record time to the great astonishment of the mail carrier who had been held up by open water the day before The ice we travelled on could not have been more than an inch or two in thickness but on this occasion at any rate our recklessness was successful if not good policy

Russell died painlessly in his bed He was a good and kind man Requiescat in Pace

For the Ontario Government Mr Russell made the following surveys

Flying survey of waters West and South of Twps near Whitefish Lake—March 1886

Part Twp Conmee—May 1886

Lakes between Arrow Lake and Agnes Lake on Hunter's Island—Dec 1887

Certain lands North of Twps Ware Gorham and MacGregor—June 1915

Traverse shore of Lower Shebandowan—Sept 1917

Traverse shore of Upper Shebandowan—June 1919

For the Dominion Government Mr Russell made the following surveys

1827—South outlines Twps 11-5 6 7 and 8-Pr, North outlines Twp 8 1 Pr Twps 71 and 2 Pr

1873—Outlines and subdivisions

1874 Outlines and traverse part Lake of Woods

1875-76—Outline work

1877—Parts of 2nd meridian and 3rd meridian and outline work

1878—Outline work West of 2nd meridian

1879—Outline work and exploring Carrot River district.

1880—Outline work West of 2nd meridian

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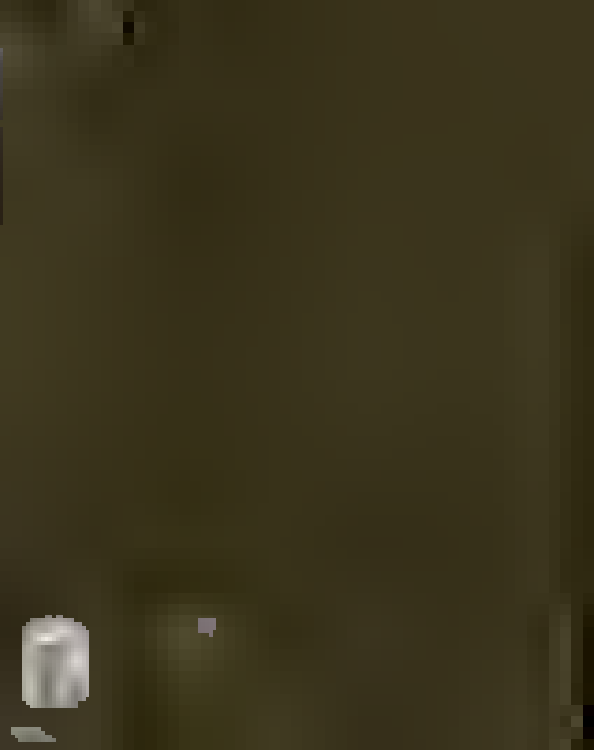

The Thunder Bay Historical Society

Fifteenth Annual Report

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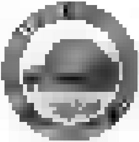
Fifteenth Annual Report



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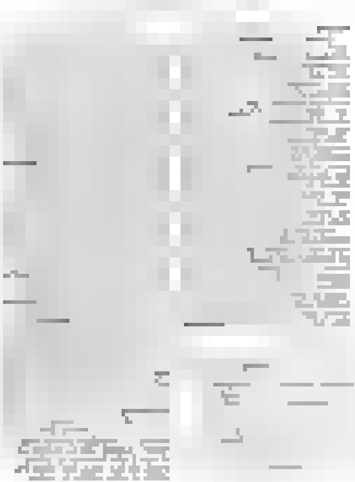

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Alexander and Russell

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